The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

[*The* MINING JOURNAL *is Registered at the General Post Office as a Newspaper, and for Transmission Abroad.*]

No. 2041.—VOL. XLIV. LONDON, SATURDAY, OCTOBER 3, 1874. [WITH SUPPLEMENT.] {PRICE ..... SIXPENCE. PER ANNUM, BY POST, £1 4s.

THE TRUE SOLAR SYSTEM.

An ingeniously constructed and readily intelligible model is this year exhibited in the scientific inventions department of the London International Exhibition, by Mr. JAMES H. MILBERG, illustrative of his theory of the meandering orbits of the true solar system. He maintains that there is no such thing as one central sun, but that our sun is the first, then there is another unknown body, and so we travel on forever in meandering orbits, attracted by still greater bodies. He claims that in this way he can explain what never yet has been explained—the tangent power and tangent motion. He remarks that we believe in the endlessness of space and in other infinite solar systems, and, therefore, can with equal correctness believe that the sun does not stand still, and that the earth does not move in tangential orbits round the sun, but on the contrary. We must come, he thinks, to the conviction that the sun is attracted by an infinitely larger body, and, instead of standing still, he moves forward in an almost straight line, that the earth must move round the sun in a serpentine course, in the same manner that the moon moves round the earth; that one body cannot interrupt the other, because a larger body perpetually prevents the smaller one from doing so, and we must come to this conclusion because our whole solar system moves forward in nearly straight lines.

The sun is represented by Mr. Milberg as a large ball, moving in a nearly straight line, part of its orbit, across the middle of the model, the sun being followed by Mercury, who travels in the nearest meandering orbit. It takes Mercury about three months to travel round the sun, consequently he accomplishes this journey four times in one year; whilst the sun travels on in an almost straight line Mercury moves like a pendulum. He hurries past the sun, attains his aphelion, and then his course is attracted and his speed diminished by the sun passing over to the opposite side; he gradually stays behind, arrives in his perihelion, where he is once more attracted by the sun and the unknown body, his speed is then again accelerated, he passes into his perihelion, and is once more hurried past the sun. The space which Mercury or any other planet has travelled over in one year is the same which the sun has accomplished, only that the planet by his pendulum-like motion has gone over more ground in the same amount of time.

The second planet is Venus, which travels round the sun in the same way, and in about seven months and a half. Then comes the third planet, the Earth with her moon, which make the journey round the sun in one year. Then follows Mars, who accompli-hes his round in 23 months, whereupon the minor planets—Vesta, Juno, Pallas, Ceres, &c.—called asteroids, follow, which require four years for their time of rotation. Jupiter with his four moons, which travel round him in meandering orbits, comes next; his revolution requires 11 years and 10 months. Then follows Saturn, with his ring and his eight moons; he goes round the sun in 29 years and five months; next comes Uranus, with six moons, who requires 83 years for his journey, and last of all Neptunes with two moons, who takes 165 years to get round the sun.

The theory enunciated by Mr. Milberg has at least the recommendation of plausibility, and of applying equally to planets, comets, and fixed stars, in proof of which he shows the orbit of Encke's comet, which attains his perihelion between the orbits of the sun and of Mercury, and his aphelion between Mars and Jupiter; his time of rotation takes about three years and a third. He has also shown Biela's comet, which reaches his perihelion between the earth and Venus, and his aphelion between Jupiter and Saturn; he travels round the sun in about seven years. Although the theory is one which, of course, cannot be adopted without mature consideration and strict confirmatory tests, it is certainly worthy of investigation.

ECONOMIC AND HEALTHFUL FIREPLACES.—For many years past the utmost attention has been given to the designing and manufacturing of fireplaces, and of various forms of warming and cooking apparatus, by Messrs. Edwards and Son, of Great Marlborough-street; and in reply to the appeal of the Council of the Society of Arts, they have just submitted, under the title of "Improved Fireplaces," a short account of certain suggestions which they offer for economising fuel and more effectually warming apartments. They remark that, on a careful consideration of the various improvements which have at one time and another been suggested, it appears that in all improved fireplaces constructed in future provision should be made for the admission of fresh air from an external source to the neighbourhood of the fireplace, the fire should burn for a much longer period than we are accustomed to without attention, and smoke should be in a great measure prevented. Messrs. Edwards and Son are satisfied from long experience that the first point is one of extreme importance, because as long as large quantities of air pass away by open chimneys, and a fresh supply is not given in sufficient quantity and in a suitable mode, we must be exposed to the evils of constant currents from doors and windows; a tendency to closeness, particularly in small rooms; of the smoke sometimes not being carried away effectually; and of down currents in chimneys, whether in actual use or not, bringing with them minute particles of soot and dust, which are deposited on the furniture. By means of chromo-lithography Messrs. Edwards and Son's arrangements for utilising every particle of heat, and at the same time securing abundance of ventilatien to ensure the healthfulness of the apartment in which their improved fireplaces are used, are clearly shown. The designs are at once quaint and attractive, and carefully adapted to the requirements of the cottage or the mansion—one showing a fireplace having a raised hearth, with fender, curb, and pedestals for admission of fresh air being admirably adapted for the latter, very elegant; whilst their working man's oven and copper, with steamer for cooking, is an apparatus which can be cheaply and quickly erected, is vastly superior to a kitchener, and is in every respect worthy the attention of all proposing to construct cottages for workmen. The pamphlet, which is published by Messrs. Longman, is well worthy of careful study and consideration.

TIPPING COAL.—Mr. G. FOWLER, of Basford Hall, Nottingham, has patented some improvements in apparatus for tipping coal. The patentee employs a common side tippler, provided with two rings, one rotating upon a fixed centre, the other rolling upon carrying wheels; the lower half of the tippler is partly surrounded by a fixed casing, one end of which is hinged and provided with balanced levers and suitable bearings, so as to act as a door or drop.

STEAM AND AIR ENGINES.—Mr. J. HARPER, of Clinton Mills, British Columbia, has patented some improvements in steam and air engines. He writes—"My said invention consists in superheating ordinary steam at the instant of putting it under the piston of a steam engine, so that the full value of the power developed by superheating it will be obtained in driving the piston. To do this I construct an engine of a peculiar style, which is at once compact and cheap, and which can be run with very little expense for fuel."

PUMPS.—Mr. A. V. NEWTON has patented (for Messrs. W. J. Silver and G. Attwood, of Salt Lake City) an improvement in pumps. The invention consists in a valve box fitted to turn on or around its axis within the pump case or chamber thereof, and in an annular eccentric or other suitably shaped passage in said chamber or case and around the valve box, whereby in all positions of the pump a free communication is established with the under or inner side of the valve, whilst its upper or opposite side is closed to such communication.

HOLLOWAY'S PILLS—THE LIVER, THE STOMACH, AND THEIR AILMENTS.—Alternations of temperature, muggy weather, a troubled mind, sedentary habits, excesses at the table, and a gay, reckless mode of life exert the most deleterious influence over the liver and stomach. When once these organs are fairly out of order great inroads are quickly made on the general state of the health; the constitution, which loses the aid of two of its noblest organs, soon gives way, and diseases quickly follow, from which, if neglected, the worst consequences will inevitably result. If a course of Holloway's celebrated pills be persevered in, all will be well again, as they are the finest and noblest correctives of the blood ever known and effect certain cures of all disorders of the liver and stomach.

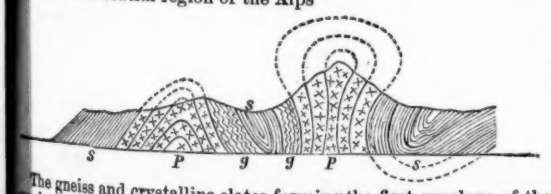
Original Correspondence.

A PILGRIMAGE TO ST. GOTHARD—No. I.

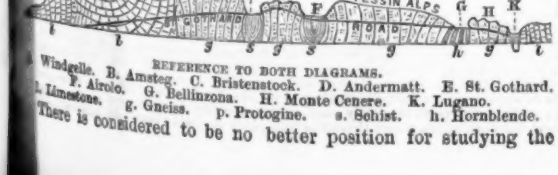
Pilgrimages prove so enjoyable, and are becoming so fashionable, that there can be no reason for confining them to any particular class; with a desire, therefore, to participate in the pastime, such as it now is, with the advantage of well-appointed mail services on the railways, and large and commodious steamers for crossing the Channel, we determined on a technical pilgrimage to St. Gothard, although we certainly know less of the history and genealogy of the saint than of St. Edmund of Canterbury, or the other celebrity whose shrine was visited last year, but whose name we cannot at present recollect. Now, in making a pilgrimage to St. Gothard one naturally thinks upon starting from London that at least some little punishment will have to be endured in reaching the French coast, but in this case the peas were doubly boiled, for the sea was smooth as a tranquil lake, the stars shone brilliantly, and even those who had never before smelled salt water enjoyed the trip, and walked on shore at Calais in 95 minutes after leaving Dover. As the route of the Northern of France Railway is through a country not brightened by very interesting scenery, and as the stars were not sufficiently powerful to illumine a distant landscape, we did what we considered the most sensible thing—slept out the journey to Paris, and were thus refreshed, and ready for a day's enjoyment, and to make a few business calls in that city. In the same way we arranged to leave Paris by the Eastern Railway at 8 o'clock in the evening again, and, after satisfying the German officials at Altmünsterol that we had nothing liable to duty, reached Basel (Basle) about 10 o'clock the following morning, proceeding after a few minutes rest to Lucerne, so as to catch the 2 o'clock boat, and enjoy four hours or so on the lovely Vierwaldstättersee, or Lac des Quatre Cantons (Lake Lucerne). Reaching Fluelen at about 6 o'clock, and having about 20 minutes ride to the Hotel de la Clef d'Or, dinner was particularly acceptable, but as the cuisine of the house is excellent a good appetite was not at all objectionable. As we have a little rest here, we may avail ourselves of the opportunity of saying a few words connected with scientific research in the district.

With reference to the geology of the Alps, a very interesting account was supplied by Mr. E. Desor, of Neuchâtel, to a former president of the Alpine Club—Mr. John Ball, F.L.S., &c.—and in it he remarks that Ebel, and the earliest geologists and geographers saw in the Alps a series of parallel ranges, arranged in the order of their height, the loftiest occupying the centre of the chain, and forming the watershed. The central range was, on account of its position, assumed to be the most ancient, and there it was thought natural to find granite, syenite, and gneiss, while the outer ranges were believed to be formed of limestone, sandstone, and other sedimentary deposits. The results of modern enquiry have not justified this opinion. It is true that the higher peaks of the Alps are formed of crystalline rocks. Mont Blanc is composed of the protogine form of granite, Monte Rosa and the Jungfrau of gneiss and mica schist, the Dent Blanche of talcose granite; but it is an error to suppose that all the crystalline masses are connected with lofty peaks, or that none of the higher summits are formed of sedimentary rocks. The Eiger and Wetterhorn, which are counted among the higher peaks, are formed of secondary limestone, and the same holds good of many other prominent mountains. To the modern race of Swiss geologists, he continues, belongs the credit of having ascertained the real order of succession of the strata, and the general plan of structure which prevails throughout the entire chain. Mr. Studer, who holds a foremost rank amongst Alpine geologists, recognises the existence in the Alps of a series of groups, each with a crystalline centre, sometimes parallel to each other, sometimes arranged like the squares of a chessboard. To form a correct idea of the relations between the crystalline masses and the troughs, the former may be considered as islets arising in the midst of a level plain. In the process of upheaval these islets have gradually assumed greater prominence, driving back on each side the deposits through which they have forced their way, tilting up these overlying strata, and not unfrequently reversing their original order of position. Thus has originated what geologists have called the fan structure, traceable in many of the crystalline groups.

Considering the extent of the district occupied by the Alps, and the comparatively limited opportunities of investigating their geological characteristics, it is not surprising that different opinions are held with respect to the origin of the crystalline centres. The groups of the Finsteraarhorn and the St. Gothard are mainly composed of stratified granite. Between this granite and gneiss the transition is gradual and continuous, the gneiss passing insensibly into mica slate and talcose slate, while these in their turn are closely connected with certain sedimentary slates and sandstones. One writer another deposits once thought undoubtedly igneous have been proved to be altered sedimentary rocks. Thus, the schists of Casanna, in the Grisons, having all the external character of mica slate, have been proved to be of sedimentary origin, and belemnites have been found in the mica schists of the Furka. The result is that the igneous nature of most of the crystalline rocks of the Alps is questioned, with the exception of the porphyries and porphyritic granites of the south side of the chain, and geologists include in the series of metamorphic rocks, not only the mica schists and gueiss, but the semi-stratified granite of the St. Gothard, and the so-called protogine granite of Mont Blanc. Mr. Desor explains that different conditions have prevailed in the central parts of the Alpine chain, and especially in the Swiss, Piedmontese, and French Alps. The process of upheaval has there been accomplished by more energetic agencies, acting on many neighbouring points. Intense and complicated forces have operated on the overlying stratified deposits; they have been set on end, pushed aside, and often completely turned over by the pressure of the intruding mass. The crystalline masses, on the other hand, when lifted to a sufficient height, and delivered from lateral pressure, have expanded in the direction of least resistance, and have thus produced the fan structure so characteristic of the central region of the Alps



The gneiss and crystalline slates forming the first envelope of the nucleus lie in such cases upon its flanks, while the granitic masses, which when present almost always occupy the centre of the mass, often form vast semicircular hollows, with very steep walls, in the form of an amphitheatre, as in the Mont Blanc range and at Sept Laux, or La Bérarde, in the Dauphiné Alps. It sometimes happens, he continues, that two adjoining crystalline masses of unequal dimensions approach very near to each other, the one having the fan structure and the other the anticlinal disposition of the strata; in such cases the resulting arrangement is that indicated in the above section, given by Prof. Lory. When several crystalline nuclei approach near to each other the result is to reduce the troughs within narrow limits, the extension of the crystalline rocks having been effected, so to speak, at the expense of the sedimentary strata; this condition is illustrated in the subjoined section of the St. Gothard range

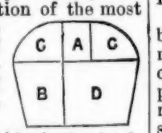


REFERENCE TO BOTH DIAGRAMS.
A. Windgelle. B. Amsteg. C. Bristenstock. D. Andermatt. E. St. Gothard. F. Airolo. G. Bellinzona. H. Monte Cenere. K. Lugano.
l. Limestone. g. Gneiss. p. Protogine. s. Schist. h. Hornblende.

There is considered to be no better position for studying the general plan of the architecture of the Alps than in the section exhibited to a traveller following the high road across the pass of the St. Gothard. At the summit of the Col he finds the granitic nucleus forming a nearly level plateau, on which are several small lakes. This granite shows distinct traces of stratification, and in descending from the pass on the north side the dip is to the south, pointing, as it were, to the internal axis of the chain. The granite is followed by crystalline slates; but on descending into the broad valley of Urseren, extending by Hospenthal to Andermatt, the rock seen is a very friable slate, sometimes of very dark colour, and probably belonging to the carboniferous series. This extends to the Furka, at the head of the Urseren Thal, and the form of the valley, with its uniform and somewhat monotonous slopes, is doubtless due to the yielding nature of the slate, that has been easily excavated by agencies that have had comparatively little effect upon the crystalline rocks. At the Urner Loch—the cleft through which the Reuss escapes from the Urseren valley to descend towards the lake of Lucerne—the high road again enters among the crystalline rocks, at first in the form of gneiss or mica slate, but gradually passing into true granite. This is the eastern extension of the nucleus of the Finsteraarhorn, which reaches to the Clariden Grat, and is then covered over by the sedimentary rocks of the Tödi and the Biferten Stock. This second crystalline mass, here deeply cut through by the Reus, extends through the narrow part of the valley as far as Amsteg. The valley widens out below that village as it enters amongst the limestone rocks, which form on each side the peaks of the Windgelle and the Urirothstock.

The descent on the Italian side is not less steep than on the north side, and leads over the same granite rocks that form the plateau, but the dip is now to the north. At the base of the slope at the village of Airolo the valley is parallel to the granite nucleus, but the rocks in this trough are no longer crystalline in texture. Following the Val Leventino to Faido the road enters upon a third crystalline mass, that of Tessin. This is more extensive, but less lofty and broken in outline than those already mentioned. The rock is gneiss, very uniform in composition, which extends as far as Bellinzona. Here the mass of the Tessin Alps is interrupted by the appearance of a broad band, crossing the country in a south-westerly direction to Biella, and marked by the presence of metamorphic rocks, accompanied by others of igneous origin, in which hornblende is the prevailing mineral. South of this is the crystalline group of the Italian lakes, which extends in the form of gneiss to the low ridge of the Monte Cenere, crossed by the road from Bellinzona to Lugano. The latter city lies in the midst of the exterior covering of the sedimentary rocks, which are broken here and there by eruptive masses of porphyry. Thus the arrangement of the rocks traversed on the south side of the central range is essentially the same as that on the north side, but they are less extensively distributed, and there are no instances of a reversal of the natural order of superposition, such as may be seen in some places in the valley of the Reuss. The granite of the St. Gothard is well known for its large crystals of felspar and the rare minerals which it contains; it is confined, however, to the centre of the range, passing on each side into gneiss, which in its turn shows a gradual transition to mica schist, abundantly charged with garnet crystals. The fan structure is very evident throughout the group. Among the minerals found in the granite are several containing oxide of titanium—rutile, anatase, and brookite; besides which are hematite, fluor spar, apatite, axinite, tourmaline, and remarkably fine quartz crystals.

The acquisition of this little piece of information renders the remainder of the journey much more interesting, and at the same time gives an opportunity of enjoying the magnificent scenery, instead of troubling oneself with scientific investigations. Having had the good fortune at Altdorf to make the acquaintance of Mr. Levoiseau (who seems to be the private secretary of Mr. L. Favre, the enterprising contractor for the tunnel), and as it happened that Mr. Favre was himself going up to the tunnel that day, there was no difficulty in making a careful examination of everything, whether connected with the machinery or the tunnel itself. Leaving Altdorf by the diligence at 8 o'clock in the morning, Goeschenen (where the northern end of the tunnel commences) is reached by about noon, and having taken up quarters at the Hotel Goeschenen which is decidedly the best in the place, we returned to the Cheval, or Rossli (where Mr. Favre puts up), to dejeuner, and then went with him and Mr. Levoiseau to the tunnel. This saved all trouble in getting orders, which it needs scarcely be said are required to gain admission to the works under ordinary circumstances, for of course the presence of visitors is very undesirable where work is going on. The engineers' shop is most completely furnished, and some very excellent machine tools are employed for repairing and altering the various drills, &c., in use. The François-Dubois, the Ferroux, and the McKean are all in use; some of the latter not being yet unpacked, but the two former kinds are being gradually replaced by the latter, and as there is no patent law in Switzerland it is not difficult to make all practicable improvements to enable old stock to be worked up. The simplicity of the McKean drill is very highly spoken of by Mr. Favre, and it is anticipated that when all the drills used are of this form the end will be advanced as much as 10 metres (nearly 6 fms.) per day, if the debris can be removed so quickly; upon which point there is no serious apprehension, owing to the facility with which the debris of 6 metres per day has been dealt with, and the time to spare at that speed. Indeed, it requires but half-an-hour's conversation with Mr. Favre to discover that he is complete master of every detail of his profession, from the boring and charging of a hole to the construction of the most delicate portions of the machinery he has called to his aid. In the making of the tunnel the mode of operation is somewhat peculiar, the leading heading not being, as is usual, put in at the bottom of the projected tunnel, but immediately below the summit of the arch, somewhat thus:—



The heading A, about 2 metres high and 1 metre wide, is the leading heading, or gallerie d'avancement, and at the Goeschenen end is at present in between 1300 and 1350 metres, whilst B is the following tunnel, or cunette, at present about 900 metres in. The parts marked C C are at present being worked away by hand, and are kept well in advance of the cunette. Railways are laid on the bottom of B and on the top of D, the latter terminating with an incline toward the mouth of the tunnel, so that the whole of the debris from A, B, and C can be quickly loaded into trucks, and hauled out by the small locomotive worked by a cylinder of compressed air about 5 metres long by 1¼ metre diameter.

That there may be no delay in consequence of bringing the railway along D, and thus keeping the ground standing, Mr. Favre has devised a very ingenious hydraulic lift, mounted on a small truck, for lowering the loaded trucks and raising the empties. By this apparatus the attle coming from the leading heading will near the end of the cunette be transferred without change of truck to the railway on the bottom of B, so that they will be able to remove the rampe altogether, and keep D but little behind the cunette. The order and precision with which the work is carried on reflects the utmost credit not only upon Mr. Favre himself, but upon all his officers. There are the day shifts and the night shifts, each shift comprising full pares of boring machinists, mariniers, and fillers. The first mentioned drill the holes rather more than a metre deep, run back the machine and retire, their places being quickly taken by the mariniers, who charge the holes and fire them; and as soon as the smoke has sufficiently cleared away the fillers load the trucks, which are at once hauled out of the tunnel by the little locomotive. The explosive used is a dynamite of high quality, manufactured by Mr. Favre near Lake Lucerne, and transported thence by ordinary wagon to the tunnel. To say that both the machinery and explosive work is satisfactory is needless, since it has already been mentioned that no less than 6 metres per day has been removed—a rate of working which would place many of our home mines in a dividend-paying condition, although at present they are merely struggling for existence. A few metres of the masonry is put in at the mouth of the Goeschenen end of the tunnel, and Mr. Favre states that he intends to put in a fair sized ventilating tube immediately under the crown of the arch, and for the entire length, so that there can be no doubt that the air will at all times be good.

Leaving Goeschenen, a beautiful though rather steep walk of a few miles takes us over the Devil's Bridge, where torrents form a fine cascade, to Andermatt. As one can always outwalk the diligence at this part of the road, it is much more agreeable to walk, and thus gain half-an-hour to look at the minerals, photographs, and other curiosities at the little cabin opposite the Belle Vue Hotel, but it will be found that with the attractions of chamois and fox skins dressed *au naturel*, and views of the more attractive points already passed, 100 frs. are disposed of long enough before the diligence comes up to take you out of the way of temptation. The walk from Goeshenen will have produced a good appetite for dinner time, for which about 20 minutes is allowed at Andermatt, and we then go on by way of Hospenthal to the Hospice of St. Gothard, the steepness of the road again permitting a walk; indeed, having passed across country for, perhaps, a couple of miles until we reached the summit, the diligence was so long coming up that one almost fears he is on the wrong road, but as there is one only he is perfectly safe. At the Hotel de la Prosa, close by the Hospice, our five horses (two in the shaft and three leaders abreast) are changed for two. La Prosa may be considered the half-way house, leaving about 18 kilometres to Airolo, but the second half of the journey is performed in one-sixth of the time of the first. The roads which incline at about 1 in 10 double and redouble, so that one can see 8 or 10 roads successively beneath each other, and as both diligences are descending at full gallop, the one behind appears likely to turn over upon you, and it seems impossible that either will be able to turn sharply enough to escape going over the precipices terminating the several inclines. Little more than an hour, however, brings one to Airolo, whence the other end of the tunnel is being driven; and although the announcement equivalent to "No admission unless employed on the works" is very prominent in several places, there was every politeness in giving information and permitting inspection of all parts of the work. The orderly arrangements are as readily observable as at Goeschenen, but the contrast of the dirt at the Airolo end (which is only equalled by the filthiness of the town itself) with the Goeschenen end is striking.

The Airolo end is not so far in—about 1100 metres—as the Goeschenen end, and the progress has been slower. The water is very quick, nearly knee-deep, and they have recently passed through a band of hard quartz, 70 metres thick. The consequence is that they have only got through 2 metres per day for some time (though a fathom a day in hard rock would be considered first-rate work in English mines), but as they are now in the granite again they will no doubt soon progress more rapidly. The machinery works well. Mr. Colladon's compressors are slightly modified in detail here, and there were half-a-dozen or so of the McKean drills which had been so recently delivered that they were not unpacked. Of the machinery, however, we must speak in another notice, and for the present will only say that they have put in the Airolo end of the tunnel in a direct line with that at Goeschenen, to facilitate accuracy and more readily to get tip room, although the curve in the permanent way will ultimately extend some distance into the tunnel. The aqueduct beneath the floor, 1 metre deep and 1 metre wide, is being cut very rapidly, the McKean drill being alone used, and as soon as it is up to the end will of course facilitate letting down the water and make the tunnel much more pleasant to work in. Much is to be learned from a visit to the tunnel, and as the experience gained has permitted many important improvements in the machinery to be introduced the description of the latest, which will hereafter be given, will be of very general interest.

A NOTABLE ANNIVERSARY—THE FIRST RAILWAY.

Forty nine years and a day have elapsed since the formal opening on September 27, 1825, of the first public railway. The Stockton and Darlington Railway has passed out of existence as a distinct institution, but yet it figures as a section of the gigantic monopoly of the North—the North-Eastern Railway, and the district which gave birth to it will not willingly let die the story of its fame. It may be interesting to recall the facts recorded, and to add others gathered from the memories of the few survivors of the early days of the first railway.

Early in this century communication by canal or railway between the port of Stockton and the coal districts to the west of the county of Durham was projected. Committees were appointed to forward the project at Darlington in 1812 and at Stockton in 1818, and that at the latter place issued an elaborate report drawn up by Mr. G. Leather, at the instance of the late Mr. Christopher Tennant, of Stockton, in favour of a canal from Portrack, near Stockton, to Evenwood Bridge, near West Auckland. Slowly, however, opinion of capitalists gravitated to the project of a railway, as it was then called; and in 1819 application to Parliament was made for power to construct such. The application was defeated, and in the following year a second application also fell to the ground. In 1823, however, the application of the Stockton and Darlington Company was granted by the Legislature. The company seems to have taken time by the forelock, for on May 23, 1822, the first rail of the railway was laid near St. John's Well, Stockton, by Mr. Thomas Meynell, of Yarm, the Chairman of the company. Sixty shareholders composed the company; the length of the line was 25 miles, and its construction occupied above three years. On Sept. 26 the committee and directors had a preparatory trip on the line, and on the following day the formal opening took place—the first locomotive conveying a vast body of passengers, and goods estimated at 90 tons, from Brusselton Incline to Stockton

The account given by one of the few recorders of that day has been so often quoted that repetition is unnecessary. Of those who made the journey most have passed over it into the silent land, the chief and almost sole survivor now is Mr. Henry Pease. Little expectations had the company of passenger traffic, and one "coach"—mounted on flanged wheels, and named the "Experiment," was their sole provision for it. For eight years its successors were horse drawn, and constant quarrels arose between the drivers of the quadrupeds and the drivers of the engines used for merchandise. When Middlesborough was forming, coaches such as Union and Express were first locomotive-propelled by the Wilberforce. The rest we know; and know, too, that despite deficiencies, the motto has been appropriate which was chosen to emblazon Experiment by a clergyman named Peacock, of Stainton, near Stockton—*periculum privatum utilitas publica*. The company ordered three engines of Messrs. R. Stephenson and Company—Locomotion, the first engine employed on a public railway, which was the sole engine employed in 1825; and two others which commenced work in the following year—Hope and Black Diamond. It was soon found that repairing works were needed for the engines; and in 1825 a narrow barn-like shed was erected at Shildon. It consisted of blacksmiths' shop, with two smiths' fires, in which less than half a dozen smiths worked; a joiners' shop, with a similar number of hands, and a shed to hold two small engines.

The measure in which this first railway has influenced the district it penetrates cannot be better told than by brief figures showing the difference in the populations then and now. It may, however, serve to show the magnitude of that system, founded by a Stephenson and a Pease, if we quote from official statistics a few figures proving the extent of the development of the railway system in the North. Instead of one engine, the successors of the Stockton and Darlington Company have 1155; in place of one coach they above 1500; the line has grown from 25 miles to 1311; the dividend is more than threefold; the capital, from 160,000*l.*, is now above 48,000,000*l.* The two small sheds for repairs have found such huge successors that their cost is above 380,000*l.* yearly; and the amount of train mileage run is enormous—approaching 20,000,000 miles yearly. From Doncaster and Hull to Berwick, from Scarborough to Carlisle, from Tebay and Penrith to Saltburn—the chief of the great northern counties are served by the aggregate of lines in which the identity of the ancient mother of locomotion is sunk. Five years after the opening of the Stockton and Darlington line its rolling stock consisted of 59 chaldron wagons, 53 wooden ones, and 29 three-quarter chaldron ones—the estimated value of which was under 1200*l.* If now the rolling stock of the company were gathered, both lines from Hexham to Newcastle would be blocked,

the line to Durham would be filled, to Morpeth would be similiarly used, and every line and branch for miles round Newcastle would be occupied with about 70,000 conveyances, costing capital some 7,500,000*l.* Railways have revolutionised England; making travelling possible, and commerce probable. And in the North—the birthplace at once of the railway, the locomotive, and their great introducers—the results of that revolution are seen as greatly as in the South. In Britain, then, there should be on the anniversary of a memorable day have been remembrance of the two men, George Stephenson, in his honoured grave, and Edward Pease, in his quiet resting place in the Quakers' burial place at Darlington, whose skill and enterprise carried to a successful issue an undertaking which was hazardous then, but which has proved itself the parent of uncounted blessings. They were the pioneers of a system which has set time at defiance, and made distance of little moment. On rapid communication all the appliances of our civilisation depend, and having it we may well turn in grateful thought to the Killingworth enginewright and the Darlington manufacturer, who needed an energy we can scarcely now credit, besides skill and enterprise, to slowly bring into being, 49 years ago, the first passenge rrailway.

THE LYME REGIS RAILWAY.

The first sod of this line was cut with much ceremony, on Tuesday, by the mayoress—Mrs. Skinner—and the feeling was very generally expressed that the enterprise would prove alike advantageous to the district and to those engaged in the construction of the line. Mr. Ward Jackson, in presenting the spade and barrow to Mrs. Skinner, expressed, on behalf of himself and colleagues, the fullest confidence in her ability and efficiency, remarking that as she had kindly undertaken the arduous duty, he had no doubt she was anxious to commence her work and earn her wages. Mrs. Skinner having dug the sod, turned it into the barrow, wheeled it along the plank, and dumped it over. The commencement of the work was announced by the firing of cannon and ringing of the church bells, Mr. Jackson and the Mayor—Dr. Skinner—digging and wheeling a spit each in the meantime. From the outline of the railway furnished by Mr. MacNay, the engineer, it appears that the line will start from the London and South-Western Railway Station at Axminster, run through Hartgrove Farm, skirt the parish of Combpyne, and on to Shapwick Farm. It will then pass through Uplyme and the vale to Lyme Regis. It is intended that it shall be a single line, with provision by land and over bridges for a double set of rails. The length will be about 7½ miles, a tunnel thus being avoided. All former schemes have contemplated the construction of a tunnel, which in itself would absorb the whole of the capital required for efficiently carrying out the present project. The capital of the company is 65,000*l.*, with borrowing powers amounting to 26,000*l.*, which is considered amply sufficient for completing the line. It is also in contemplation to extend the system to Bridport and to improve the harbour at Lyme Regis.

In proposing the "Health of the Mayor and Corporation of Lyme Regis," he remarked that the district had been isolated for many years for want of a railway, which would cause the town to rise to importance. Lyme Regis was one of the oldest boroughs in the kingdom. It had been the resort of queens, kings, dukes, and other exalted personages. Why should not the town rise in importance, both commercially as a maritime port and as a watering place? There was nothing whatever to prevent it. It would be admitted by all that the town was capable of improvement. To achieve that a railway was needed. The strangers who were anxious to supply this need only wanted a little energy and perseverance on the part of the inhabitants and a little assistance. They were carrying on the railway entirely free from any offer, and without asking for a single subscription. He did not, however, hesitate to say to say that they were not doing so out of pure love to Lyme, or solely for the public benefit, but were considering their own pockets as well. They would think him insane, and fit for a lunatic asylum, if he made a statement to the contrary. He contended that he was entitled to have some recompense for the money he invested.—The Mayor, in acknowledging the toast, assured them that every member of the corporation was anxious for the prosperity of the town. The trade depended upon the way in which the town was approached. If more facilities were offered in the way of land and sea carriage the trade would be increased, and the corporate body and the whole town benefited. He had looked forward most hopefully to the time when Lyme would have a railway. The event of that day was the first step in the way of progress. The inhabitants were bound in honour to thank the gentlemen who had interested themselves in the matter, for whatever helped the trade of Lyme would benefit them individually. A railway would be an immense advantage to him, and he believed that it would be an advantage to all. It was his privilege to propose "Success to the Lyme Regis Railway, coupled with the health of Mr. Jackson." Mr. Jackson had interested himself for the good of the town, and he trusted that a new page in its history would be opened: 400 or 500 years ago Lyme was a prosperous place. Vessels were smaller then than now, and the harbour was large enough for a great number. But increased size demanded increased accommodation, and he was delighted at the prospect of that accommodation being provided. He should like to see the harbour made so as to accommodate the largest vessels now constructed. The town had declined, but he hoped that they had got to the lowest round of the ladder, and that it would now improve. Nothing would give him greater pleasure than to see it rise in importance.

The terms in which Mr. Ralph Ward Jackson acknowledged the toast were particularly appropriate. He explained that the inhabitants were indebted to the energy and perseverance of Mr. Duncan for obtaining the Act of Parliament, to which he (the Chairman) willingly gave his help. They were indebted also to Mr. Duncan for bringing the scheme to its present state. No one could look at Lyme Regis—not even a stranger—without expressing surprise at its being isolated so long, with Bridport on the east and Exeter on the west. He could not imagine how it was that persons connected with large companies had not filled up the opening. Fortunately a small company had now been formed with plenty of money to carry out the work, under a contractor whom he (the Chairman) was bound to say could not be equalled in the country. He believed that within 12 months such progress would be made that they would be able almost to fix the day of opening. There was a point with regard to the locality deserving the gravest possible attention—the harbour. They might make a railway and bring down hundreds of thousands of people to the sea. No one present, he was sure, could calculate the amount of traffic which would be brought from the interior to Lyme within 12 months of the opening. But there was no place along the entire coast capable of so much improvement as Lyme Harbour. It possessed, moreover, advantages unknown in other places. It would be necessary to take a comprehensive view of the question, for it frequently happened that a large object could be accomplished at the same expense as a small one. Powers would have to be asked for of the Legislature to enable them to do what they proposed. The money required was far more than the Corporation of Lyme could hope to obtain. If they could not get it he hoped that the Corporation would allow the promoters of the railway to do it for them. He could safely promise, as Mr. Gover had promised with regard to the railway, that if facilities were afforded for the raising of money within two years the inhabitants would be astonished at the position to which Lyme had attained. The promoters would very soon have to face Parliament with reference to the works connected with the harbour. That was not the place to talk of matters of business. But he hoped that before many weeks elapsed they would receive another visit from the promoters to consider the best means of obtaining the powers absolutely necessary to make the town what they wished it to be. The inhabitants would not be put to any expense, because the promoters had plenty of men and money behind them. All he asked of them was to render all the moral help they could, and give evidence, if necessary, in favour of the extension of the harbour. He hoped that within three months they would see on paper what the promoters intended doing, and that they would believe they were come down there to perform what they had undertaken. He expected that it would be a good investment, and every man, whether he came from the North or West, had a right to find out, in this free land, the best spot for placing his money. He believed that capitalists would willingly embark their capital in an undertaking of that kind, particularly when they knew that the construction of a line of railway had actually commenced. The whole proceedings were of a highly satisfactory character, and both the railway and harbour enterprises have every promise of success.

BIRMINGHAM EXCHANGE.—The meeting at the Birmingham Exchange on Thursday was very well attended, and numerous influential parties were present. The principals, however, of several of the leading houses were absent. Among those present we observed:—Col. Barrows, Mr. Fisher Smith, Mr. Thomas Davies, Mr. Stephen Thompson, Mr. E. P. Baldwin, Mr. George Addenbrooke; Mr. Samuel Millington, of Summer Hill; Mr. Solomon Woodall, of the Barrow Boilerworks; Mr. Samuel Woodall, of the Windmill End Works; Joseph F. Lloyd, Mr. William Addenbrooke. Mr. Millward, Mr. Henry Rose, Mr. Bolton (Lee and Bolton), Mr. David Kenrick; Mr. Keen, of the district; Mr. Page, Roway; Mr. E. T. Wright, of the Monmoor Works; Mr. Eberhard, of Regent's Grove; Mr. Danks, of the Wellington Iron Company; Mr. Charles Sturge; Mr. J. N. Brown, Cannock Chase; Mr. William North, Mr. Samuel Downing, Mr. Edwin Lewis, Mr. Thomas Lewis, Mr. E. T. Mainwaring, Mr. H. T. Knight (Hayward, Tyler, and Co., London), Mr. J. Cartledge, the Mayor of Hanley, and numerous coalmasters, mineowners, and engineers from the Black Country and other districts. The market was firm for all kinds of iron, sheet-iron and hoops being in pressing demand; the makers, however, refused orders for pressing delivery for these kinds. Wire-rods have improved considerably; great activity prevails in this trade in Warrington and the Forest, and the leading house in Shropshire is full of orders. Nail-rods and nail-sheets were enquired for, and there were good buyers on the market, but this business was deferred by mutual consent until Quarter-day. In common bars and boiler-plates very little business was done, owing to the near approach of Quarter-day.

The death of Mr. Peter Harris, the oldest broker on the Exchange except Mr. Charles Ryland, was often referred to, with appropriate feeling remarks to his memory. This bereavement took place at Aberystwith, and was the result of heart disease. The event, however, which created the greatest sensation was the death of dear Mr. Sampson Lloyd, whose life and conduct in the Black Country endeared him to the trade more than, perhaps, any other man living. The son of an honoured old banker, and connected, as deceased for so many years had been, with one of the most extensive and prosperous concerns in the Black Country, chairman of the Waterworks Company, still chairman of a large iron company, a county magistrate for South Staffordshire and East Worcestershire, one of Nature's noblemen, churchwarden of his church, a friend to the widow and a father to the fatherless, kind to the poor, affable and amiable to all, loved by all, and now his death is deeply lamented by all. He rests in peace, and enjoys his great reward, for Sampson Lloyd, the son of Samuel Lloyd, the banker, was a Christian indeed. The deceased was brother to the late Samuel Lloyd, of Old Park, and first cousin to Mr. Sampson Lloyd, M.P., for Plymouth. The principal business topic of conversation on the Exchange was the price of iron at the coming quarter-day, owing to an unwarrantable statement made in a paper last Saturday. Some people thought prices might be reduced at quarter-day. However, it was clearly proved on the Exchange that the parties who had the assurance to couple Lord Dudley's name with the statement had no authority fo using it From all we could gather on the Exchange we believe prices will remain the same—(say) marked bars, 12*l.* per ton; the Earl of Dudley's, 12*l.* 12s. 6d. The tin-plate trade is better. The quarterly meeting of this branch of the trade will be held at the Queen's Hotel, next Quarter-day, in January, 1875.—*London Iron Trade Exchange.*

NORTH STAFFORDSHIRE INSTITUTE OF MECHANICAL AND MINING ENGINEERS.

The members of the association paid a visit on Monday to the engineering works at Hyde Junction, near Manchester, and the collieries and cotton mills in the immediate neighbourhood. The party, which numbered 120, left Longton by special train at 7·50, reaching Hyde Junction at a quarter to eleven, and were there joined by many of the leading manufacturers and iron merchants of the neighbourhood, including Mr. Cross, the member for Bolton. The members were received at the engineering works by the proprietor, Mr. Daniel Adamson, who, in the course of an address, said that no doubt the necessity for acquiring knowledge in their professional life was much greater than it was in the days of their fathers, when mining and general engineering was conducted on a much smaller scale, and this applied more especially to coal mining and mechanical engineering connected therewith. They now had deeper pits to sink, more water to pump from greater depths, or tub back under much greater pressure; and, further, a much more extensive and efficient ventilation was required to meet the wants of, and to protect the miners from harm where large and heavy outputs of coal were daily produced. To perform all these various and perplexing duties well required as much talent, acquired knowledge and perseverence, or more, than any staple industry that was carried on in this country. Such was required at this time, but as shallow pits became more and more exhausted, and still deeper pits were necessary to keep up our coal supply, more complete knowledge and careful management would be required to meet the ever increasing difficulties and contingencies which would naturally arise under such new and undeveloped conditions. However, the district that produced a Brendley, whose exertions and never failing energy gave to Lancashire and that county an inland water communication, he hoped would never fail to furnish men with the requisite talent and enterprise to carry successfully into operation every work that might be required to be executed by gentlemen in their profession. Mr. Homer, of Chatterley, the President of the Institute, in reply, said he quite endorsed Mr. Adamson's remarks as to the necessity of acquiring knowledge for the various professional difficulties in opening up our deep mines, erecting suitable winding and pumping machinery, and becoming conversant with the general details of engineering, as carried out in that and similar districts, hence their visit that day. He had no doubt that when they had seen all that was so fully set forth in the programme, a most important step would have been taken in that direction.

The party then proceeded to inspect the engineering works, which occupy an area of three acres, all under cover, and are fitted up with every modern improvement for the manufacturing of all kinds of engines, especially blast and Bessemer blowing engines and plant. In the boiler-making department exceptionally and well-adapted tools were seen at work, and boilers in every stage of construction. Amongst the specialties were tools for driving rivet holes, and a patent machine for forming the well-known Adamson's anti-collapsive flange seam. The flanging of a boiler flue by this machine was an operation which was watched with great interest, the flange being turned by the machine in the short space of 25 seconds. Among other objects of interest in the works were a number of specimens of American coal and coke, and Lincolnshire and American ores. The coal looked to be only poor, but the coke was good, and the ores appeared to be very rich. Light refreshments having been provided, the party proceeded to the Victoria Pit and the Astley Deep Pit, the scene of the recent disastrous explosion. At the latter pit the party were under the guidance of the new manager, Mr. Benjamin Wilson, and many of them descended the shaft, which is 686 yards deep. At the bottom they were shown the place where the fall took place which liberated the gas by which the explosion was caused, also the underground winding apparatus, furnaces, and boilers. The shaft is 12 ft. wide, and the gear at the top is worked by a vertical winding-engine (condensing), 60-in. cylinder, 7-ft. stroke, and drum 24 ft. diameter. The large pumping-engine has a 71-in. cylinder, 7 ft. 6 in. stroke, and is worked by 10 double-flued Lancashire boilers. Leaving the collieries, the Newton Moor Cotton Spinning Mills were visited, but the only feature of special interest about these were the large quadruple-action engines at the Albert Mill. These are new engines, just designed by Mr. Adamson, and the steam which is supplied by three boilers, working at 110-lb. pressure, is passed through four cylinders. After passing through the first two it is conveyed through a superheater to the third, and then through a superheating pipe to the fourth, after which it is passed through a condenser back to the reservoir. The capabilities of these engines have not yet been properly tested, but it is expected that they will work up to 600 or 700-horse power at an hourly consumption of coal of 1¼ lb. to each horse-power,

After the inspection of the mills the party returned to the engineering works, where a splendid dinner had been provided. Mr. Adamson presided, and the toast list, in addition to the usual loyal sentiments, included, "Success to the Institute of Mechanical and Mining Engineers of North Staffordshire," proposed by the Chairman, and responded to by Mr. Homer, and "The Coal, Iron, and Railway Interests," proposed by Mr. Joseph Leigh, and responded to by Mr. Hopkinson.

—*Iron and Coal Trades Review.*

NEW COAL FIELDS.

The latest series of commercial reports issued from the Foreign Office contains the following report by Consul Blunt on the coal mines of Dranista for the year 1873:—A party of English engineers having recently surveyed, on behalf of the Viceroy of Egypt, the coal field of Dranista, and excavated from it some 350 tons of coal, which they have sent to Wales for the purpose of satisfactorily testing its steam generating or other properties, I have obtained from them the following account of their survey:—The coal field of Dranista is situated about 50 miles to the south of the town of Salonica, and is enclosed by a range of mountains of crescent shape, commencing on the south at Mount Olympus, and terminating on the north at the Bay of of Kitros, in the Gulf of Salonica. There is an aggregate thickness of about 8 ft. of coal, extending over a known area of about 2000 acres; but it is highly probable that the coal field is of much greater extent, and although not actually proved, the engineers are of opinion, judging from the surface formation, that there is a total area of 30 square miles in which the above thickness of coal would be found, and which in round numbers would contain 255,000,000 tons of coal. The coal is of the Tertiary formation, appears to be of good quality, and would be useful for steam purposes. It burns very well in the open air, giving good heat, with very little smoke; but the engineers were not prepared to give me a definite opinion as to the chemical properties and fitness of the coal for generating steam, they not having been provided with means of making proper experiments with it on the spot. They say that in outward appearance it most resembles Scotch coal, but differs from all English coal in its rapid deterioration upon exposure to the atmosphere. When so exposed it breaks up and crumbles into dust in a very short time, but when stored under cover it preserves its quality very well. So far three seams have been proved, of which the following are sections: –Demolaca: soft fire-clay roof—top coal, 1 ft. 9 in.; soft holing dirt, 2 in.; bottom coal with shale bands, 1 ft. 6 in.; total thickness of good coal, 2 ft. 9 in.—Loptacaria: Coal, 8 in.; fire-clay, 2 ft. 10 in; coal, 5 in.; coal with bands of black shale, 1 ft. 6 in.; fire-clay, 6 in.; coal, 1 ft. 4 in.; total thickness of good coal, 2 ft. 1 in.—Laca: Coal mixed with fire-clay, 10 in.; coal, 4 in.; black shale, 6 in.; coal, 3 in.; fire-clay, 7 in.; coal, 2 inches; black shale, 9 in.; coal with thin bands of fire-clay, 2 ft; total thickness of good coal 2 ft. 3 in. Should the experiments with the coal prove satisfactory as regards its quality and marketable value, active operations on an extensive scale will probably be commenced early this year. The engineers propose sinking two pits, each of 300 yards depth, and to construct a rail or tramroad of about 20 miles in length from the mines to Kitros, the nearest and most eligible place for shipping on the coast. The sinking of the pits would not entail great expense, as the ground to be sunk through consists principally of alluvial and Tertiary deposits. And the railway also could be cheaply constructed, the country through which the line would traverse being very level. A jetty would have to be erected at Kitros, this harbour being very shallow, and exposed to northerly winds. I am indebted for most of the above information to Messrs. Gray and Bell, the engineers who surveyed the coal field. Dranista, the chief village in the vicinity of this coal field, is prettily situated at the foot of Mount Olympus, in the centre of a well-wooded and pituresque country; its climate is salubrious, and the peasantry of this and surrounding villages, principally Greeks, are industrious and quietly disposed. Catterina, the nearest town to Dranista (three hours distant) is the centre of a very active and extensive trade in timber, which gives profitable employment to the population of the district. It is governed by a sub-governor under the Pasha of Salonica, with which and with the chief towns in Thessaly and Macedonia it is in telegraphic communication. In a country like Turkey, where the consumption of coal goes on increasing, owing to the advance it is making in agriculture, industry, and population, and to the success of railway extensions and other undertakings, the coal mines of Dranista, if they are found sufficiently fertile and worth working, will be of very great consequence.

ECHOES FROM THE MINING MARKET.

The fortnightly account which has just been completed exhibited a marked increase of business as compared with the former one. Investments are daily increasing, and consequently prices rule firm. No change has been observable in tin, but shares of tin mines are decidedly getting scarcer at present quotations, and the feeling is abroad that the next move in the standards will be an upward one. The good result of the Banca sale is greatly in favour of this, and it is to be noted that whilst supplies from Australia are decreasing the American demand is steadily reviving. The copper market having been remarkably steady of late, copper shares, although not in what we should call good demand, are firm, and show signs of hardening. Lead shares generally are dull (although in one or two isolated instances advances have been apparent), and little is doing in them. Colliery shares are not quite so firm, although the business now being transacted still continues of great magnitude; iron shares also show symptoms of weakness.

With reference to the falling off of Australian supplies of tin, noted above, advices have lately been received that the returns of tin sent from the Queensland mines to the coast show a gradual diminution, the receipts at Warwick for the week ending July 10 not exceeding 65 tons. It is said that the bulk of recent transactions in tin ore at Sydney were private sales to local smelters, at about last month's quotations. From January 1 to July 25 the tin cleared for export at Sydney was valued at 298,214*l.* Should the colonial produce fall off one-half, and home consumption continue brisk, we should undoubtedly soon have better prices. But will such a combination of circumstances occur?

The proceedings at the late meeting of West Chiverton would appear to foreshadow a change of management, and the removal of the offices to London. We note that the reserves of lead in the mine were stated at the meeting to be worth between 12,000*l.* and 13,000*l.*, but the probable cost of realising did not transpire. Although Captains Nancarrow, Juleff, and Nichols "considered" that "the machinery was in good working order throughout," Captain James reported very unfavourably upon its present condition, and stated that 100 tons of coal per month could easily be saved if it was only put in good repair, the waste of steam owing to leakage being very great. These conflicting statements must have greatly puzzled the shareholders, and if Capt. James is found to be correct (and we must say that he appeared to command the confidence of the meeting) the position of the agents will be greatly shaken. At the same time, we are glad to notice that the meeting decided to make no change in haste, and in adjourning their deliberations for a month showed no wish to judge the present management too harshly. The latter will now have ample opportunity to meet the charges brought against them; and although on the face of things they appear to have conducted affairs with some laxity, shareholders must remember that even they themselves cannot be said to be free from blame, for the officials have for some time past been left without the stimulus of healthy supervision, and their system of management has also for a long time been suffered to pass unchallenged. The present position of West Chiverton is undoubtedly the result of having a mine locally managed, when the great body of adventurers are what is technically known in the county as "out-adventurers."

The shareholders of Dolcoath were agreeably surprised in the early part of the week by the receipt of a dividend of 10s. per share (2148*l.*), together with a very encouraging report of the condition of their property. At the previous account the dividend was 10s. 6d. Considering the state of the tin market during the past quarter, many would not have been surprised to have seen more than this trifling reduction in the dividend, and that that much could be paid speaks volumes for the richness and general prosperity of the old mine. There are but four tin mines paying dividends at the present moment, and Dolcoath heads the little list.

Better reports are to hand respecting Providence Mines, and the shares have been enquired for—price, 3 to 4. The meeting will be held on the 6th inst., when it is expected that no call will be required.

In Foreign Mines business has been fairly active, Flagstaff having received, perhaps, the greatest share of attention. The meeting has been postponed from the 5th to the 9th inst., which looks as if the negociations are yet incomplete. The general expectation appears to be that some satisfactory solution will be arrived at, and on the strength of this a good many shares have been bought, whereby the market has become firmer. In the early part of the week the shares were flat at quotations. One of the Emma directors has issued a short statement to the shareholders, wherein he tells them that they "have been the victims of a gigantic deception" (pretty apparent to all for some time), and that "steps have been taken to establish this point and fix the responsibility upon the culpable parties." Meanwhile "steps have been taken" also by the vendor, who has attached the mine, so there is every sign of a further deadlock in this unfortunate concern. The shares, as might be expected, are in a most depressed condition. Good news continues to come from Richmond Consolidated, and the stock shows a further improvement. There is no doubt that the company possesses a wonderfully rich property. It is entitled to rank as one of the few prizes amongst all the wretched blanks of American gold mining. JAMES H. CROFTS.

MINING NOTABILIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

SOUTH CARADON.—A 2*l.* dividend at least is expected at the meeting next week. The mine is looking well.

WHEAL MARY ANN (Menheniot).—All operations were entirely suspended on Saturday last, and the materials are now being drawn to surface, which will be sold by auction shortly. If a sett could be obtained of the adjoining ground there would undoubtedly be a splendid mine. The present company have in vain applied for the sett.

SOUTH WHEAL CROFTY.—There has been a steady and gradual improvement in the lode at the engine-shaft, and it is now a good lode, worth 25*l.* per fathom. They will proceed to drive to intersect the other lodes which, when arrived at, will probably enhance the value of the mine considerably. There is no discovery of a lode as yet in the north cross-cut towards East Pool; but small branches of tin are still met with, denoting that there is a lode at no great distance, or that the lode from East Pool has split away into the small branches. This will have to be further proved.

WHEAL NORTHWOOD (St. Neot).—This mine will resume, it is anticipated, operations shortly. There is a splendid course of tin to be seen.

WHEAL VINCENT (Altarnun).—This mine, which was offered by auction a short time since, still remains unsold. It would with a fair outlay pay dividends, if the tin standard would improve.

TEESDALE.—The agent writes, after describing all other operations in progress, "Our prospects in No. 3 cross-vein are very good indeed; the old ground is yielding better than I expected, and there is lead ore in sight at other points as good as we started with in the rise (the rise is worth 20*l.* per fathom), and a good deal of ground left at various points, while further south it is stated on the most reliable living evidence that a rib of solid lead ore 10 in. wide was left standing under water. Also north of the engine-shaft the 'old man' had his deepest, richest, and most extensive workings, which Holme's level will unwater in about 30 fms. driving; but as we are driving through a piece of ground 4 fms. high, and there have been large quantities of ore taken from above, there is reason to expect it will not be barren. A few places like the present rise south will place the mine in an independent position, and eventually Sand Syke level will open the east and west veins and north and south ditto 8½ fms. deeper from that side; whilst Hopkins will prove the north eastern part, and save all pumping expenss, and independant of the discoveries to be made in driving them through whole ground."

The capital of the NORTH PRINCE PATRICK LEAD MINING COMPANY (Limited) having been obtained, the work at the mine will be commenced forthwith, and doubtless within a very short time this mine will take its place among the chief lead-producing mines in Wales. The shares are quoted par to ¼ premium.

WEST ESGAIR LLE.—At western mine the machinery is all in good order, and dressing of ore proceeding at a good pace. The carriers are in full work, carting down the last 50 tons to the shipping port. At eastern mine the appearance of the lode in the 34 cross-cut is of that encouraging nature as to lead to the conclusion that they are now close on its ore-bearing part. Probably by next week the agent will be enabled to inform the shareholders of a good improvement at this point. It is hardly necessary to state that a course of ore met with here would at once place the company on the Dividend List, as there would be 10 fms. of backs of good ore ground immediately available for stoping. The manager is as confident as ever of realising this important result, and a very short time now only is necessary to verify his predictions.

THE PROVIDENCE MINES (Lelant).—These shares are again being enquired for, after being very low and almost neglected for the past six or seven months, during which heavy calls have had to be made, and were worthily responded to, to entirely clear off the liabilities, which were hanging like a weight on the mine. These have been swept away, and the mine is again in a really good and sound position. With the assistance and superintendence of the able committee appointed last March the utmost economy has since been used in every department, and the result is that the meeting of shareholders to be held on Tuesday will be most cheering to the adventurers. The notice calling the meeting has been sent out by Mr. E. Trythall, the purser, in which nothing has been stated or even hinted at making a call; on the contrary, according to reports, a very fair profit will be shown on the quarter's working. The mine has improved generally throughout, and the prospects are really good, more especially in that part of the mine about Hawke's shaft, where there is a fine piece of good tinny and undeveloped

ground. The most remarkable feature in connection with the mine is the very low price of the shares, according to the papers, which should be twice or three times as much.

CATHEDRAL.—Shares in demand, at 17s. 6d. to 22s. 6d. Mine opening out well. Shaft worth 40*l.* per fathom; western end, 20*l.* per fathom; eastern end, 12*l.* per fathom for copper ore.

SOUTH WARD.—Some splendid stones of silver-lead ore are being brought up from the 60 south on north Hoce lode, and specimens can be seen at the office of the company. The prospects of this concern are conducive to the belief that a valuable property is in store for the adventurers, and that the Tamar district will ere long regain its old reputation as the most productive for silver-lead in the two counties. The old Tamar Mine returned nearly one million in dividends, and South Tamar 36,000*l.* to the lucky adventurers.

HINGSTON DOWN CONSOLS.—At a meeting of the board of directors on Wednesday last a call of 1s. per share was decided upon; this is the first demand that has been made upon the shareholders since the incorporation of the company under the Limited Liability Act in July, 1873, and is as much for the purpose of avoiding the necessity of discounting ore bills for the future, and placing the mine in a good and sound financial position, as to provide for the payment of current costs. An accident to the engine had prevented the usual sale of ore in August last, and consequently deprived the company of their usual remittances. The sale of ore in September was about 500 tons, and there is every reasonable belief that the returns will be kept up. The 110 west has been showing signs of improvement, and it is not improbable that a course of ore will be met with before long.

CWM ELAN.—An extraordinary meeting of shareholders was held at the London Tavern, on Wednesday (Mr. Charles Eley in the chair), for the purpose of confirming a resolution passed at the previous meeting to voluntarily wind-up the undertaking under the Companies Acts, 1862 and 1867. At the hour appointed there were not sufficient members to form a quorum, and the Chairman declared the meeting adjourned for a week, at the same time expressing a hope that there would then be the requisite attendance of shareholders, as otherwise a compulsory winding-up would have to take place, entailing considerable loss.

WHEAL OWLES.—At a meeting of adventurers, held at the mine, on Sept. 25, the accounts showed a debit balance of 11,276*l.* 19s. 5d. It was resolved that the disposal of the tin be left to the discretion of the purser, as before. Work performed during the quarter:—122 fms. 0 ft. 9 in. driven in levels, and 29 fms. 3 ft. 11 in. sunk in shafts and winzes; 28 pares stoping for tin on tutwork; 17 pitches working on tribute; and nearly 200 tons of tin unsold.

CORNISH MINE SHARE MARKET.—The Share Market continues inactive, with but very little alteration in prices. There appears to be a steady demand for the principal shares at low rates, but there is certainly no disposition to sell unless at higher prices. The Banca sale, on Tuesday, is considered to have gone off satisfactorily, being about equal to 98*l.* delivered in London. At Dolcoath meeting, on Monday, a dividend of 10s. per share was declared; the accounts showed a profit 2172*l.* on the three months' working, and a balance of 260*l.* was carried on to the credit of the mine; the report is a very good one, no signs of any falling off being apparent, but rather the deeper it goes the better it is. At Wheal Basset meeting, on Tuesday, a profit of 101*l.* was shown; this mine is singular in never having made a call; the report is a favourable one. The improvement in South Crofty in the engine-shaft promises well, and is now said to be worth about 25*l.* per fathom; it is an important point. The following are the closing prices:—Carn Brea, 56 to 58; Cook's Kitchen keep steady at about 9¾ to 10¼. Dolcoath shares have been moderately dealt in at from 46 to 46½. East Pool quiet, called 9 to 10; East Lovell, in absence of business, called 10 to 11; mine said to be looking remarkably well. There is a better enquiry for Providence shares, which have advanced to 4 to 4½. Rosewall Hill, 5s. to 7s. 6d.; there will be no call made at the coming meeting. South Carn Brea quiet, 1¾ to 2; South Crofty are a little more dealt in, 10 to 11. A fair business has been done in Tincroft at from 30 to 30½; West Basset steady, 8 to 8½; West Frances, 9¾ to 10¼, rather more enquired for. West Seton, 20 to 22; West Tolgus, a few shares changed hands, 71 to 73; Kitty (St. Agnes), 5 to 6; Uny, 1½ to 1¾; Wheal Jane, 2 to 2¾. —*West Briton.*

Registration of New Companies.

The following joint-stock companies have been duly registered:—

NUNNERY COLLIERY COMPANY (Limited).—Capital 60,000*l.*, in 100*l.* shares. To acquire a colliery in the West Riding of Yorkshire, the property of the Duke of Norfolk. The subscribers (who take one share each) are—H. Unwin, Broom Cross, Sheffield; F. Bardwell, Sheffield; H. Unwin, Sheffield; H. Pawson, Sheffield; W. Fisher, Norton Grange; J. Colver, Sheffield; E. Bembridge, Sheffield.

DANUBE DISTILLERY COMPANY (Limited).—Capital 50,000*l.*, in 20*l.* shares. For the purchase of a distillery in Turkey. The subscribers are—E. Hales, Croydon, 20; J. Garford, 116, Fenchurch-street, 20; W. G. Jackson, Dockhead, 20; J. Draper, 22, Great Winchester-street, 20; J. Hendry, Clarence-street, Colebrook-row, 1; S. M. Quennell, Corn Exchange Chambers, 5; and W. Moore, Chiswick, 1.

FANSHAWE'S PATENT IMPROVED LEATHER COMPANY.—Capital 33,000*l.*, in 10*l.* shares. To deal in leather, cotton, flax, hemp, &c. The subscribers are—O. Palmer, Reigate, 50; A. H. Mowbray, Reigate, 2; G. F. Hawkin, Stock Exchange, 50; E. Rutter, Cambridge Park, Lewisham, 50; A. W. Naylor, Old Palace-yard, W., 50; H. Lockwood, Raleigh Club, 10; R. G. Goolden, East India-avenue, 50.

GAS APPARATUS, GAS, AND CHEMICAL COMPANY (Limited).—Capital 10,000*l.*, in 5*l.* shares. To carry out patented improvements in connection with gas apparatus. The subscribers (who take one share each) are—J. J. Wood, Leighton Buzzard; W. Darlby, Aylesbury; J. C. Garner, Aylsbury; J. Fraser, Aylesbury; R. Dickins, Aylesbury; J. Read, Aylesbury; J. W. Reader, Aylesbury.

GREAT ELWY RIVER LEAD MINES (Limited).—Capital 30,000*l.*, in 1*l.* shares. To acquire mines under Brouhaulog Farm, in the county of Denbighshire. The subscribers are—W. F. Nuthall, Mansion House Chambers, 1; W. M. Y. Maxwell, Baker-street, 500; H. Brooke, Llandidloes, 500; H. Paddison, 57, Lincolns Inn Fields, 500; J. W. P. Firth, Dr. Johnson's-court, Temple, 500; T. E. Bloomfield, Exmouth, 500.

HENDREFORGAN COLLIERY COMPANY (Limited).—Capital 40,000*l.*, in 10*l.* shares. To acquire a colliery in South Wales. The subscribers (who take one share each) are—W. Green, Montpelier-square, Brompton; J. V. Younge, 25, Bucklersbury; Alfred Staley, Essex-road, Islington; G. M. Simmonds, Belvedue Villa, Upper Norwood; Alfred Kelby, 1, Great Winchester-street; A. C. Jecks, Landseer-road, Upper Holloway; E. G. Fisher, Attwell-street, Peckham.

LEAD ORES.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Sept. 25—	Minera	60	£13 15 0	St. Helen's Lead Co.
—	ditto	29	13 12 0	Mill Dam Mining Co.
—	ditto	41	13 16 0	ditto
—	ditto	34	13 14 6	Adam Eyton.
—	ditto	9	13 13 0	Panther Lead Company.
26—	Willoughby	12	13 12 6	Jenkins Brothers.
29—	Lisburne—Glogfawr	50	14 17 6	Adam Eyton.
—	,, —Frongoch	40	13 3 0	Nevill, Druce, and Co.
—	,, — ditto	40	13 0 6	Panther Lead Company.
—	,, —Graigoch	15	12 10 0	Burry Port Smelting Co.

BLENDE.

Date.	Mines.	Tons.	Price per ton.	Purchasers.
Sept. 25—	Minera	197	£ 4 2 6	Kenrick and Son.
—	ditto	76	3 5 0	ditto
—	ditto	91	3 3 0	Richardson and Co.
—	ditto	31½	2 15 0	Bagillt and Co.
—	ditto	31½	2 15 0	Kenrick and Son.
—	ditto	27½	2 15 0	Bagillt and Co.
—	ditto	27½	2 15 0	Kenrick and Son.
29—	Talargoch	130	2 14 6	Bagillt Smelting Co.

COPPER ORES.

Sampled Sept. 16, and sold at Tabb's Hotel, Redruth, Oct. 1.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Crenver and Abraham	63	£2 14 0	West Seton	43	£5 10 0
ditto	62	4 1 6	ditto	38	5 2 6
ditto	55	6 11 6	ditto	31	5 1 0
ditto	48	3 0 0	ditto	28	5 2 6
ditto	44	3 0 0	East Basset	65	3 6 6
ditto	41	5 4 6	ditto	60	3 17 6
ditto	36	3 4 0	South Crofty	46	3 13 6
ditto	35	4 18 6	ditto	38	2 2 6
ditto	34	6 14 0	Wheal Basset	46	4 4 6
West Tolgus	32	4 15 6	ditto	23	8 17 0
ditto	66	6 16 6	East Pool	33	3 4 6
ditto	65	6 2 6	ditto	27	2 19 0
ditto	61	9 4 6	St. Aubyn United	32	4 17 0
ditto	54	6 0 6	ditto	28	8 7 0
ditto	53	6 3 6	South Dolcoath	24	7 4 0
ditto	43	4 14 0	ditto	20	4 7 0
ditto	38	3 1 0	Wheal Seton	38	3 12 6
Carn Brea	57	4 5 0	South Carn Brea	33	4 3 6
ditto	55	4 4 6	South Frances	13	5 5 0
ditto	44	13 0 6	Wheal Buller	7	2 16 6
ditto	35	4 15 0	Pedn-an-drea	6	7 10 6
ditto	34	11 3 6	South Tolcarne	5	2 12 0
ditto	23	1 9 0	New Dolcoath	5	4 14 6

TOTAL PRODUCE.

Crenver & Abra.	450	£1942	15 6	South Dolcoath	44	£ 259	16 0
West Tolgus	375	2366	13 6	Wheal Seton	38	137	15 0
Carn Brea	248	1013	16 6	South Carn Brea	33	137	15 6
West Seton	140	731	6 0	South Frances	13	68	5 0
East Basset	125	448	12 6	Wheal Buller	7	19	15 6
South Crofty	84	249	16 0	Pedn-an-drea	6	45	2 0
Wheal Basset	69	397	18 0	South Tolcarne	5	13	0 0
East Pool	60	186	1 6	New Dolcoath	5	23	12 6
St. Aubyn United	60	389	0 0				

Average standard ..... £105 3 0 | Average produce 7½
Average price per ton £5 3 0
Quantity of ore ..... 1760 | Quantity of fine copper 131 ton 7 cwts.
Amount of money £9036 2 0

FOREIGN MINES.

DON PEDRO.—Letter from the mine captains, dated Aug. 22: The mineral obtained this week has been derived from the Canoa and Nos. 6 and 8 shoots. The boxwork has been taken from No. 8, below the 25. Operations generally throughout the mine have progressed favourably, and the sinking continued most satisfactorily. The water being drawn from the mine amounts only to 18 cubic feet per month.—Stopes: No change has taken place to notice in any of these works. In our explorations nothing fresh has been met with.

— Produce weighed to Sept. 1, 5000 oitavas; estimate for August, 6500 oitavas. Letter from mine captain, dated Aug. 31, 1874:—The mineral this month is of a fair standard, and derived from the Canoa and Nos. 6 and 8 shoots, principally from the two last mamed. The boxwork has been obtained from the No. 8, below the 25. Sinking has again been slow in consequence of so much sand, as previously reported; but the incline is now down to the required depth to start another cross-cut, and as soon as we drain the sand boil and are able to square and timber the bottom of the incline, and fix the bob to Alice's, which is ready, we shall commence to drive. Operations have progressed favourably in other sections.—Stopes: Canoa: Only little has been done here more than working the bottom of the stopes. No. 6 shoot has been wrought on above the 25, and No. 8 stoped as usual without change in the quality of the ore. In our explorations nothing new has been discovered.

RICHMOND CONSOLIDATED.—Telegram: "Six days' run, $43,000. Richmond ore only."

ALMADA AND TIRITO.—Telegram from Mr. Clemes: "August profit for month, $6537=1307*l.* 8s. sterling. Prospects better." Profit for month, after deducting London expenses, 1181*l.* 8s. The profit for June was small, owing to the scarcity of water; but $2005 were written off the machinery account from that source. July profit, $4260; less London expenses, 726*l.*

RIO TINTO.—Sept. 22: Good progress reported with railway and pier, on which together 3963 hands were employed. Communication by rail between San Juan, the termination of the Beritron Railway and the port of Huelva, expected very shortly. Removal of overburden about 2500 cubic metres per week; steamer Gogo now loading 400 tons precipitate and 250 tons pyrites.

BIRDSEYE CREEK (Gold).—G. S. Powers, Sept. 8: I have to-day sent to the Mint 280 ozs. of gold, the result from Neece and West claim for the month of August. It looks now as though we might get the breasted ground worked off the solid bank by the end of the present month, after which I hope to make a much better showing. We have constantly been buying 250 inches of water since June 21; I shall now take 150 in. more, or enough to keep Neece claim wash all of day times.

COLORADO TERRIBLE.—The returns for August are to hand, the ore raised for the month being 401 tons, all grades; the first-class being much in excess of that raised during the last few months. Sales at mine for the month:—Second-class, 28 tons, $3962·65; dressed ore, 38¼ tons, $6095·11; shipped to Liverpool, 33 tons, value $11,000: total, $21,057·76. The concentration of ore on stock for the month has been 600 tons, dressed down to 75 tons, which is valued at 75*l.* per ton, the price lately paid in Liverpool. The agent advises that the sixth level has much improved, the vein being over 2 ft. solid galena (this is the lowest level in work). Shipments to Liverpool, Nos. 48, 49, and 50 all to leave by Sept. 15. Railway freight note for 47th shipment is in the London office. Sales in Liverpool, 42d shipment, on 21st inst., 4½ tons, at 156*l.* per ton; 4 tons at 76*l.* per ton.

ANTIOQUIA (FRONTINO).—The directors have advices (Aug. 13), accompanied by a remittance of gold, valued at 277*l.* 16s., the produce of the mines for the month ending July 30. The accounts for the month ending July 30 show a profit of 6*l.* 12s. 8d. Messrs. Marcelino, Restrepo, and Sons (Medellin) say—"The reports and accounts of the Frontino Mine continue to show that profitable progress is being made in its development."

UNITED MEXICAN.—Edward Hay, Aug. 22:—The works in the mine of Jesus Maria have been carried on without marked change, though the sale of the last week was lower on account of the holiday on Aug. 15. In the new concern a communication between the mines of San Miguel and San Antonio had been effected, and work had been resumed on the ore in San Antonio. The extraction in four days had been 76 cargas, and in the lowest workings 11 cargas of 6 marks (33 ounces per ton) were thrown down. In the Santa Elodia working the rock was without change, but the water had increased. In the end west of the adit the rock has been carried on as was advised in my last despatches. A strip of quartz had appeared in the end, with appearances similar to those previously found.

MINERAL HILL.—Mr. Oakes, Sept. 7: We have raised during the week 80 tons of ore of an average grade of $60 per ton. We worked no ore from waste dumps in the mill during August, having sufficient ore of our own with ore purchased to carry us along, which much increased our profit.

BATTLE MOUNTAIN.—Sept. 10: The 188 ft. level being driven north of new shaft is progressing very favourably; the lode, however, yields no ore at present. The stopes in back of the 188 are producing fairly. The rise (spoken of last week) from this level has been communicated with the 145 ft. level, causing good ventilation to the stopes 'and proving the ground, which shows some good ore. Cook's winze progresses well, showing ore of superior quality still. Stevens' winze is going down at a good rate, but shows no ore yet. In the Lake Superior stopes I can report no change. We raised 200 sacks during the week.——By cablegram, Oct. 1: "Ledges increasing in size, and looking extremely well."

TOLIMA.—The directors have received advices by the mail of Sept. 29, of which the following is an abstract:—Frias: July returns, $11,372·7: expenses, $9628; less improvements, $1158·7=$8469·1: profit, $2903·6 (483*l.* 19s. 2d.)

The manager reports 39 fms. 3 ft. 3 in. of ground stoped, of which 23 fms. 5 ft. 2 in. were unproductive, leaving 15 fms. 4 ft. 1 in. productive ground, which gave 116*l.* 7s. per fm. of the whole lode stoped. He adds that the very low produce per fathom, compared with the preceding month, is consequent on a large portion of the produce having been held over for the ensuing month (August).

The underground agent reports the engine-shaft is now down 12 fms. 6 in. below the 20, still sinking in a good course of mineral; we are pushing this point on with all possible speed by a full gang of men. At 10 fms. below the 20 we have started driving east and west our 30 fm. levels. The 30 east has been extended 1 fm. 3 ft. from the shaft; the lode here is very productive, but of a quality too poor for export, the mineral giving by assay from 50 to 80 ozs. of fine silver per ton; the ore seems to be improving in character in the forebreast, so we hope shortly to be in the rich mineral known to exist ahead of us. The 30 west has also been extended 1 fm. 3 ft. from shaft; the lode here is 18 inches wide, producing about 2 tons of mineral per fathom; assay of this ore gave 350 ozs. of fine silver per ton.—20 fm. North east End: This has been extended during the month 1 fm. 2 ft. 10 in., the lode throughout being very rich in present end, producing fully 2½ tons per fm.; a most promising looking end. The rise in roof of this level is without any change worthy of remark; we are expecting daily to hole this into the old Spanish bottoms.—20 fm. S.W. Yankee's Level: The lode in this end is from 4 to 5 ft. wide, of a promising appearance, with mineral disseminated throughout, thus producing good stamps stuff; 1 fm. 4 ft. 9 in. were driven in past month. The winze in bottom of this level is down 2 fms. 5 ft. 4 in., the lode in bottom is of a highly congenial character, and produces good stamps mineral; the lode, however, being very vughy and wet makes it exceedingly difficult for sinking, and our progress is consequently slow. The 20 east on 45°, Welton's lode, is still unproductive, but from the indications presented I expect shortly to see this end again in mineral. The rise in roof of this level is very hard; we have not taken the mineral down for some time, and, therefore, cannot speak anything about it at present. The level west still produces a little mineral.—The No. 2 Winze, S.W. Level: This is now being driven on the 40° lode, this being easiest for driving and producing most mineral; the lode seems to improve as we get away from the influence of the junction.—The 10 Fm. Level East, or 45° Welton's Lode: This end looks more promising than it has done for some time, so we hope soon to have something good to report from here. The other stations throughout the mine are without material change to notice.—Surface Works: We are pushing these on as fast as circumstances will admit of.—ALFRED HARPER: Aug. 4.

In a postscript, under date Aug. 18, the following paragraph appears:—"Mine: There is no alteration worthy of remark here other than in the 20 fm. level, north-east end: the mineral here has been completely cut out by a band of talcose schist. I am in hopes, however, that it is but temporary; this end is, therefore, quite unproductive. All the other points are the same as when I wrote my monthly report.—A. H."

MALPASO.—W. S. Welton, Aug. 18: I have much pleasure to inform the board that the Medina water was turned into the Cantarera on the 13th inst. On the 14th the water was turned off to enable us to examine the state of the new ditch. Some weak places were repaired, and yesterday the water was turned on for working at Malpaso. So far, no leakage of the water from the ditch has been discovered. The water running through the ditch has a section of 11 square feet.

MALABAR.—G. B. O'Reilly, Aug. 18: As we are now fairly at work opening this mine a few remarks on our progress may interest the board. Since the addition to the lower end of our sluice before referred to in reports, and the placing of a large undercurrent down the ravine, we have securred satisfactory results, and our work is greatly facilitated, the tailings run off freely, and the ravine keeps quite clear; we also undoubtedly save a considerable percentage of gold which would otherwise be lost. After cleaning up our undercurrent next month the result will show whether it is expedient to multiply these gold-saving appliances. Our progress in opening the mine has been slower than we anticipated, owing to the small quantity of gravel as yet met with, and the existence of an underlying bed of pipe-clay and sand, on which the deposit rests. The Spaniards appear to have worked off a rich streak of gravel on surface over a large extent of ground, leaving the poorer gravel and pipe-clay untouched. We could hardly form any idea of the nature of the deposit before opening with water, as the sinking of an exploratory shaft or the driving of a tunnel would have been quite impracticable without going to great cost, and seriously delaying our opening, besides our ground is so extensive and so little explored that the result of a prospect shaft would have solved no question as to the character of the bottom deposit. The head of our sluice is in the pipe-clay, and in some portions of the cut from this point to our monitors we are down over 70 feet from surface in the clay and sand. As we have advanced the underlying pipe-clay still continues, and we have now uncovered a length of 800 ft. of it going north-west. We observe some change near the monitors, and shall be much disappointed if soon we do not come into gravel beneath the clay; of course, this great extent of soft and barren ground is a drawback to us at present, as four-sixths of our working power is expended on it with no corresponding return; we have to keep a cut through it in order to run to the head of the sluice, and this cut is constantly augmenting in width and depth by the wearing action of the gravel and water which passes through it. All the large slides have to be picked into small masses, which can be run off by the stream of water. If after a fair trial we find that gravel does not come underneath the present pipe-clay bottom we shall get on as quickly as possible to the gravel banks north of our present cut; these banks appear to consist of good pay ground, and are above the pipe-clay. If found desirable to run towards this point we can do so quickly by putting in a sluice at a higher level than the existing one. In Malabar it will be a question of time to determine where the channel is, or in what direction it runs. All experience would lead us to infer that there exists good gravel beneath the pipe-clay we now see and on the bed rock, which we fully expect to touch as we advance. As soon as we have a fair opportunity to do so we shall sink a shaft beneath the bottom now uncovered, in order to verify the existence or not of gravel and bed rock. By referring to our daily memorandum of work done the board will perceive how intermittent our washing has been, inevitably so owing to the circumstances so fully alluded to in previous correspondence. The shallow bank of gravel we are piping is soon run off, and leaves a disproportionate quantity of boulders and roots to deal with, for unless these obstacles are cleared away by hand we cannot run pay dirt to the sluice. At the same time the great extent of pipe clay uncovered has to be cut down and cleared of slides, in order to answer as an outlet to the mine. As we advance into higher ground these impediments will become less and less serious.—Water Supply and Acequia: We have had all the water we require to run 25½-inch nozzles, although the season has been unusually dry. Our ditch has given little trouble, and promises to be a safe and reliable piece of work. The leaks recently alluded to were in themselves insignificant, and are unavoidable in trying a new ditch with a large head of water.—Night Work: Until we get into higher banks of gravel no running at night can be effected with any advantage. As we are now situated the streams from the monitors have to be shifted about constantly, in order to do any effective work, owing to the boulders and roots, which impede our operating otherwise.—Cost of Working: The necessity of handling so much rock and roots, and the length of pipe-clay cut to clear of slides, obliges us to keep a few more men, and consequently go to more expense than if we had high banks before us; our expenditure, however, will be kept as low as possible.—Home for Carpenter: At spare moments our men have been working on this, as we are most anxious to secure the permanent services of the man we now employ, who is not only a good mine carpenter, but understands everything about the monitors and their working. This is the only item of dead cost we are now incurring. We expect to clean up about Sept. 16 or 17, and hope for a good result, as our gravel is of a fair quality.

EXCHEQUER (Gold and Silver).—L. Chalmers, Aug. 30: Professor Raymond's assistant—a Mr. Eilers—has just been here, by Raymond's orders, and made a thorough examination of the Exchequer Mine, on which he will report in the most favourable terms to Raymond, who will endorse everything he says in his report to me. Eilers is a Freibergian, and Raymond writes me, "I will find him a wise counsellor. I value this corroboration of my opinion and recommendation of Exchequer above all. I showed him my books, and he expressed himself surprised at the work done for the money. I took him to the Monitor mill, where our ore is being worked, and he said the Eagle furnace is a piracy of the Stetefeldt, and that he does not think it will do the same work as the Stetefeldt, in which opinion an assay I have since made of its chlorinising power confirms me, but the amount in bullion will tell the tale. I have a man sampling for me to check the mill. Battery assays from $50 to $86; cost of working charged, $15; real cost claimed, $7½. Is there any profit here? I shall make a few more chloriuising assays, so that I can give you a reliable opinion as to this furnace. I do not think McGlew really knows what the furnace can do himself. Having occasion to refer to mine of June 19, I find the following:—"Let me go down 400 ft. and I will show you a mine that will astonish the world." Compare this with what Raymond (by Eilers) will tell you. I am myself quite elated by Eilers' opinion, simply because I can now feel in my inmost soul that my judgment was right, and that in recommending Exchequer I did not mislead you. The Comstock average is $25 to $30.—Battery Sample: My battery sample is $40 to $86. The Comstock have followed their ore schute down. The ore will pay. The battery samples say so, if the furnace will roast it. Stetefeldt roasts pure antimony with silver to 90 per cent., at $12 per ton. Mill results must be good if the furnace can do what McGlew claims. If not, we know the Stetefeldt can.

CAPE COPPER.—The Trial Mines report is received. The appearance of these mines are not so favourable as lately reported. Captain Tonkin had returned from the Orange River. He had set men to work on the trials there. He will visit these works again in about two months, by which time he hopes the mines will be sufficiently opened to enable him to report on their prospects. Bill of lading is received for 210 tons of ore per Syria (s). 398 tons of ore were sold at public ticketing on Sept. 22, at an average of 15s. 9d. per unit, realising approximately 8280*l.* 500 tons of ore have been put forward for sale by public ticketing on Oct. 20.

MENZBERG.—R. K. Roskilley, Sept. 30: The ground in Dickens's engine-shaft continues to present that kindly appearance as reported on last week, which is still favourable for progress. We are pushing on its sinking with energy. The shaft is sunk 44 fms. 5 ft. below surface, and as soon as the same is sunk deep enough so as to allow for a sufficient sump below the 45 we shall immediately commence to drive the cross-cut south, in order to intersect the lode at this point (the 45), the intersection of which we look forward to with interest. The engine and pitwork continue to work well.

FORTUNA.—Sept. 22: Canada Incosa: The ground in the 110 cross-cut, north of Judd's shaft, is hard for driving. There is no change in the 80 cross-cut, south of Henty's shaft, since last report. The lode in the 50, west of San Pedro's, is small and poor. In the 60, west of this shaft, the lode is small and the ground harder. There is a strong lode in the 60, east of the same shaft, composed of spar and ½ ton of lead ore per fathom. In the 50, east of San Frederico's, the lode is larger than it has been, and yields ¾ ton per fathom. The 40, east of this shaft, produces 1 ton of ore per fathom. The lode in the 80, west of Kenedy's shaft, is small, and does not contain enough lode to value. In the 90, west of Lowndes' shaft, the lode maintains its size and value—2 tons per fathom. The same level east is in a strong lode, yielding ¾ ton per fathom. The 80, east of Segura's, is in a very compact and promising lode, yielding 1½ ton per fathom. In Judd's shaft, below the 100, there is no alteration since last report. San Frederic's shaft, below the 50, is going down in the granite rock by the side of the lode.—Los Salidos: In the 110 fm. level, west of San Carlos shaft, the lode is very much improved, composed of quartz and 1 ton lead ore per fathom. The lode in the 90, west of this shaft, continues small and poor. The 120, east of Morris's engine-shaft, is in a strong lode, not containing enough lead to value. The 110, east of Cox's, looks better, yielding 2 tons per fathom, and the ground is easier. The lode in the 110, east of San Miguel's, is compact, and the ground rather harder; present yield ½ ton per fathom. The 45, west of Palgrave's engine shaft, is in a large lode, yielding ½ ton per fathom. The lode in the same level east maintains its size and value—2 tons per fathom. The 25, east of footway shaft, is suspended, and the men put to sink Peill's shaft. The lode in the 35, west of Swaffield's shaft, has fallen off in value since last report; present yield 1 ton per fathom. The 25, west of this shaft, has improved to ½ ton per fathom; the ground is a little harder. Good progress is being made in sinking Buenos Amigos engine shaft below the 110; it is off the lode. The lode in Palgrave's engine shaft, below the 45, continues to look well, yielding 3 tons per fathom; the ground is harder. Swaffield's shaft, below the 35, has a very promising appearance, and yields 2 tons per fathom. In Londre's winze, below the 100, east of Cox's shaft, the lode has improved within the last few days, and now yields 4 tons per fathom. In Orive's winze, below the 35, west of Palgrave's, the lode yields 4 tons per fathom. The lode in Mernio's winze, below the 100, west of San Carlos shaft, is improving in depth, worth at present 1 ton per fathom. The lode in Ricardo's winze, below the 35, east of Palgrave's, is small and poor.

ALAMILLOS.—Sept. 23: The 30, west of San Francisco shaft, is in a small lode, spotted with lead ore. The lode in the 50, west of this shaft, continues large and strong, and is worth ¾ ton per fathom. In the 50 cross-cut, north of La Magdalena, the ground is very hard. The lode in the 85, east of Taylor's engine-shaft, is chiefly composed of quartz, with a good stone of lead in the back of level. In the same level west the lode is large and open, producing ½ ton per fathom. The lode in the 50, east of San Victor, is small, but more regular than it has been. In the 50, east of San Carlos, the men are put to drive on the north part of the lode, which contains a little lead; the other part was poor and disordered. In the 50, east of Judd's, the lode made a splice and became very rich, but has since failed, and now yields ¾ ton per fathom. In the 60, east of Judd's, the ground continues hard. The lode in the 40, east of air-shaft, continues unproductive. There is no improvement to report in the 50, east of Crosby's shaft. The 50, west of Crosby's cross-cut, is suspended, having got through the ore ground. The lode in the 20, west of Swaffield's shaft, is small and poor. In the 30, east of this shaft, the lode is compact and small, yielding ½ ton per fathom. The 30, west of the same shaft, has improved and has a promising appearance; the lode yields ½ ton per fathom. The men are working very regularly in San Adriano's shaft, sinking below the 75. A good pare of men have been put in San Victor engine-shaft, below the 50, which will be sunk with all possible speed. Good progress is being made in Judd's engine-shaft below the 60. The lode in Morris's engine-shaft, below the 40, is compact and solid, yielding 1½ ton per fathom. In Julian's winze, below the 75, there is a large productive lode, worth 2 tons per fathom. The lode in Joaquin's winze, below the 30, has greatly improved since last report, now worth 1½ ton per fathom. In Bla's winze, below the 30, the lode is poor at present.

LINARES.—Sept. 23: Pozo Ancho: In the 85, driving west of Crosby's shaft, the lode is small, containing a few spots of ore. The lode in the 85, west of Crosby's, on south lode, is large and strong, yielding 1 ton of lead ore per fathom. In the 75, west of same shaft, the lode is very open, and yields stones of ore. The lode in the 75, west of San Francisco's shaft, is compact and regular, and of a promising appearance, yielding 1½ ton per fathom. In the same level east the lode is small, consisting of quartz and ½ ton of ore per fathom. The ground in the 65, east of San Francisco's, is hard, and the lode small and poor. In the same level west the lode is improving, worth 1 ton per fathom. In the 55, west of San Francisco's, the lode has fallen off a little in value, present yield 1 ton per fathom. In the same level east the lode is small and poor. Warne's engine-shaft is completed to the 100; driving east and west on the course of the lode will be commenced in a few days. In No. 189 winze, below the 45, the lode has fallen off a little, now yielding 1 ton per fathom. No. 191 winze, below the 75, is going down in a good shoot of ore, worth 1 ton per fathom.—Los Quinientos: In the 80, west of Taylor's shaft, the lode continues large, and is yielding fine lumps of lead ore, worth ¾ ton per fathom. In the 65, west of this shaft, there is a small branch containing a few spots of ore. The lode in the 45, west of Cox's, is small, and the ground hard. In the 80, east of Taylor's, the lode has improved in size, and is letting out water freely; present value ½ ton per fathom. In the 65, east of shaft, the ground is hard, and the lode of no value. The lode in the 55, east of Addis's shaft, is still unproductive. In the 55, west of San Carlos, there is a strong open lode, consisting of quartz and 1½ ton lead ore per fathom. The lode in the 65, west of this shaft, is regular, containing a little ore, but not enough to value. The same level, east of San Carlos, is quite unproductive. In the 55, east of Judd's shaft, the lode is large and promising, and worth 1 ton per fathom. The 45, east of this shaft, is in a small lode, and hard ground. The lode in the 32, east of Judd's, is regular and well defined, producing ½ ton of ore per fathom. The ground in San Carlos engine-shaft continues hard and spare for sinking. Good progress is being made in Addis's shaft below the 55 fm. level. Cox's shaft, below the 55, is suspended in consequence of an increase of water. Acien's winze, below the 45, is holed to the 55 fm. level. In Pablo's winze, below the 55, the lode is large, yielding 3 tons per fathom. The lode in Diego's winze, below the 55, has fallen off a little in value during the past week, now worth 2¼ tons per fathom.

LANESTOSA.—Asuncion: In Judd's shaft the ground is now being opened out on the east side for plat; the lode is large, but poor, yielding ½ ton calamine per fathom. In the 60 metre level north not much has been done; the lode is very much disordered, and without ore. In the same level south the lode is small, but good, and improving, value 1 ton of lead and ½ ton calamine per fathom. No. 2 winze, in the adit south, is nearly down to the back of the 60; ground stiff, and containing only a little lead. No. 1 winze, in the adit north, is being put down to prove the calamine passed through in the 60 metre level; ground good, and yielding a little calamine. No. 1 stope, in the back of the adit south, continues to yield a large proportion of carbonate of lead, value 1¼ ton of lead ½ ton calamine per fathom; the ground is now nearly all stoped away to the bottom of Cave level. No. 1 stope, in the back of the 20, yields 1 ton lead ore per fathom; owing to the width of barren rock between the branches the stope is expensive to work. The 20 north is without ore at present, although the underlie branch still holds forth. The raisings for the month will about equal the estimate I think—35 tons of lead and 35 tons of calamine.

DENBIGHSHIRE CONSOLIDATED.—The change taking place at the 112 west is most important. The great point in this extensive property is nearly reached, and should the vein maintain its character a very large deposit of ore may be calculated on.

Mining Correspondence.

BRITISH MINES.

ABERDAUNANT.—S. Toy, Oct. 1: No. 2 adit driving east, I am pleased to say, has improved since my last report, and is now producing saving work for dressing. No. 4 stope over this level is worth 13*l.* per cubic fathom for lead. In the east part of the set we have found the quartz lode again to the east of the cross-joint, and opened on it 10 fms. You shall know more particulars about this part next week.

ABERYSTWITH.—John Trevethan, Sept. 29: The lode at the 86 west is now 5 ft. wide, and become quite settled. I do hope, therefore, to report shortly a further improvement here. The 86 east is in a fine lode 8 ft. wide, spotted with lead ore throughout, and saving work for dressing. I shall soon have something still more cheering to write you in the course of a few fathoms further driving this end. The tribute pitch under the 36 looks well as we deepen, and the men are getting wages (*i.e.*, 20s. per week) at the present price 5*l.* per ton. Every point is being pushed on and attended to as much as can possibly be done, and matters are in perfect keeping. Our reservoirs are filled to the brim with water, and the machinery in first-class condition.

AMNODD AND NANTDDU.—J. Kemp, Oct. 1: This mine is again in full work; the delay with the machinery has impeded our progress a little, but our engine is now working beautifully, the shaft cased and divided, with ladder-road complete, and the shaft in full sinking by eight men, in a nice congenial stratum for the producing of lead; in fact, the ground is impregnated with lead throughout, which I think looks well for the intersection. No time shall be lost in getting the shaft down to the lode. I have put a new rope on the whim, the old one having become too dangerous to sink with, and the fact of our having a whim to sink with will assist us very materially in sinking.

BAMPFYLDE.—S. Mitchell, H. T. Haley, Sept. 29: I have been all under ground, thoroughly investigating and arranging the future operations for the ensuing month; suffice it to say that I am pleased with the appearance of the several points we are working, and, in fact, as a whole, I never saw the mine looking better throughout all our operations. We have six stopes in the back of the 102, besides which we have set an additional stope to-day, where the lode is looking splendid. The two stopes working in the 90 fm. level are yielding ore also in paying quantities. In addition to these, we have two other stopes all but ready for setting at the 90, which we hope to do in the course of this week; that will make 10 stopes being operated upon, independent of those at the 112. You will see by this that a large quantity of rich ore ground is being opened upon, and from general indications I can safely say that there is more ore ground opened and discovered than can possibly be taken away for the next three years to come. Our machinery seems to master the water, and we purpose rising in the back of the 90, about 2 fms. behind the end, where the lode looks very encouraging, and is in whole ground to surface. We have also good ore in the 70, and we have intersected a large lode in the 40 cross-cut; we have driven through it 4 ft., and the south wall is not yet discovered. Good as it is, I am satisfied it is not the Peacock lode referred to in my last report. Important to relate that nearly all the miners now employed in the copper mine are working on rich copper ore. We have now ready for transit to the market Nos. 1, 2, and 3 parcels of copper ore, making together nearly 100 tons, and another parcel of very high price.

Iron Mines: The several iron lodes are yielding about their usual quantity of ore, especially at Stowford; there is no falling off in the quantity from our last report. At No. 2 shaft we are driving a level west, and are carrying it, 5 ft. wide, through only a part of the lode, which is much wider. Our object is to get on to No. 1 shaft as quickly as possible, in order to have an outlet for the water at the deepest point from our No. 4 shaft east, where we are sinking upon the lode on the junction where the several branches are as development goes on becoming larger, and concentrating to one great body, and all yielding rich iron ore; driving west on the lode in Stowford it is 2½ ft. wide, splendid iron.

BEDFORD CONSOLS.—G. Rowe, J. Mitchell, Sept. 30: In the 67, east of sump-shaft, the south part of lode for 4 ft. wide, continues to look exceedingly kindly, containing a good looking capel and spar, with mundic and spots of copper ore. The north part of the lode west of cross-cut has a strong masterly appearance; it is 6 ft. wide, composed of capel, spar, strong sulphur, and arsenical mundic, with good stones of copper ore—a kindly lode.

BEDFORD UNITED.—W Phillips, Oct. 1: No change to notice has taken place in any part of the mine since last report.

BOG.—W. T. Harris, J. Barkell, Sept. 30: There is no particular change in the mine calling for remark. We are pushing on with all possible speed, and raising lead in fair quantities.

BRONFLOYD.—John Davis, Sept. 30: No 2 Shaft, Middle Lode: This in the 52, east of Lloyd's cross-cut, continues very strong, and produces small ribs of lead ore. The ground in the cross-cut, north of the 40, and west of No. 3 shaft, is composed of ribs of carbonate of lime, spotted with lead ore, and there are indications of a lode in advance of the cross-cut. The stopes over the 96 at No. 3 shaft, and below the junction, are yielding better, and the produce is quite 32 cwts. of lead ore per cubic fathom. I expect to get the new roller shells up to morrow, when we shall put the crusher to rights again and resume dressing, as we have a large quantity of prestuff accumulated on the upper floors. The masons will wall up the top of No. 2 shaft so soon as the Aberthaw lime is carted from the kilns at Trefechan.

BURROW AND BUTSON (St. Agnes).—Henry von Uster, F.G.S., John Christophers, Jas. Mayne, Oct. 1: Fortnightly Report: The lode in the 62 west is 2½ ft. wide, composed of quartz, capel, and a little peach, with spots of copper, and a little blende. In the bottom of the 40, west of engine shaft, we have a very pretty lode, 3 ft. wide, worth fully 3 tons of copper and blende. In the 40, east of engine-shaft, the stope in the back of the level is 3 ft. wide, worth 2 tons of blende per fathom. In the 30, west of Tonkin's, the stope in the back of the level is worth 5 cwts. for lead and 3 tons for blende—a splendid lode, 6 ft. wide. In the 30, east of Tonkin's shaft, on the north or lead lode, the lode is 2½ ft. wide, composed of peach, mundic, and a little lead, but not to value at present, as we are not far enough east to be under the course of lead, on which we are sinking the winze from the 20. In the 20, east of Tonkin's shaft, in the winze sinking to the 30, the lode is worth ½ ton of lead and 2 tons of blende—a very fine lode, going down all in unwrought ground. In the 20, west of Tonkin's, the lode is 6 ft. wide, and worth about 2 cwts. for lead and 3 tons of blende per fathom. Our new dressing machinery will certainly save us three-fourths of the dressing cost hitherto paid; but, like all new engines and machines, has to be worked some time before we can do so regularly.

CAEGYNON.—T. Hodge, Sept. 29: In the 70 east end we are making good progress, carrying about 3 ft. of the rock for speed on the south side; the main part of the lode is standing north, the value of it is unknown. We are passing through a beautiful channel of ground—there is nothing like it in the upper levels. I feel sure that deeper working will yield favourable results. The stopes in back of the 70 east are declining as they go up. In the 50 cross-cut north we are still meeting with small branches containing ore. We sampled to-day 10 tons of lead ore, for sale on the 8th proximo.

CARGOLL.—J. Grose, R. Tyzzer, Sept. 30: We have great pleasure in stating that we put the engine to work on Thursday last, and it is performing admirably, quite to our satisfaction. At Doctor's engine-shaft the lode is 3 ft. wide, of a very promising character, letting out water pretty freely, and producing good stones of lead ore, and is being sunk by twelve men with all possible speed, and we hope to complete the sink to the 12 by Nov. 21. In the adit level west from Doctor's shaft the lode tinues its size, about 3 ft. wide, but as it is extended some distance from the shaft the air is bad, and we are under the necessity of reducing hands for the present.

CENTRAL VAN.—Captain J. Trevethan, Oct. 1: In sinking the engine-shaft during the last 10 fms. we have gone through a change of ground, which has the appearance of a disordered lode; it contains soft killas and spar, with spots of lead ore and sulphur. Whether it is the Van lode or not it is impossible to say; if so, it is thrown south of shaft very rapidly, through the agency of a north and south lode. To ascertain this we have driven north 7 fms., but as yet met with no lode. We have also driven 4 ft. south, to see if the lode has gone off in that direction. We shall continue at this point 4 fms., when if the lode, or even part of it, is not seen, we shall be satisfied that the lode is still to the north. I send diagram annexed, that you may be better able to see my views. We have four men on each of these ends. The deep adit level is being pushed forward as fast as possible, and, although there is no change to report, we may expect the cutting into a good lode at any day.

COURT GRANGE.—E. Dunkin, Sept. 30: In the eastern part of the mine New Broginan shaft is being sunk vigorously in a large kindly lode, producing a quantity of salphurous mundic and occasional lumps of blende. It is also abounding in small fissures, a characteristic held to be favourable in this district. At surface here we have erected the shaft-shears, pulley stands, &c., for driving, which in a few days will be done by the machine. The draining of the western part is at the rate of 3 ft. in 24 hours. We are now in sight of the top of the plunger-pole, so in all probability early in the ensuing week we shall have the plunger-lift in working order. The men in the 16 have finished securing and cleaning it, and will now strip down the lode standing in the south side for 3 fms. behind the eastern end preparatory to extending this drivage. The lode standing contains lead and blende in small quantities. I am hopeful that by driving this we shall meet similar bunches of ore as former workers had in this and the adit levels, as the surrounding rock is of a very congenial nature. I am pleased to say the wheel for drawing in this end of the mine is completed. The carpenters are now erecting stand for the launders, and the whole works are in course of construction with all dispatch

CRENVER AND WHEAL ABRAHAM.—W. Thomas, J. Hammill, Sept. 30 Sturt's Engine Shaft: In sinking the shaft below the 228 fm. level the ground appears more congenial for mineral, and not so spare for sinking: now down about 1 fm. 2 ft. below the 228 fm. level. In the 228 fm. level west the lode has a much better appearance; it is now 1½ ft. wide, composed of spar, mundic, and a little copper ore. In the 215 fm. level west the lode is 2 ft. wide, yielding copper ore to dress; this end is still rather hard for driving. In the winze sinking below the 215 fm. level the lode is 3 ft. wide, yielding 3 tons of copper ore per fathom.—Crenver Shaft: In the 140 end, west of Harvey's rise, and east of Crenver shaft, the lode is 1½ ft. wide, yielding good stones of tin, opening up tribute ground.—St. George's Shaft: In the winze sinking below the 190 fm. level, east of shaft, on the south lode, the lode is 2 ft. wide, and yields 2 tons of copper ore per fathom.—Woolf's Shaft: In sinking this shaft (about 5½ fms. below the level) below the 208 the lode is 5 ft. wide, yielding 4 tons of ore per fathom, still a good looking lode. In the 208 fm. level, driving west, we have intersected the cross-course, which has disordered the lode for the present.—Vivian's Shaft: In the 220 fm. level, driving east, the lode is 2½ ft. wide, yielding good stones of copper ore, and of a kindly appearance.—Pelly's engine shaft, which is now down about 6 fms. 2 ft. below the 248 fm. level, has no change in it to remark on. In the 248 fm. level, driving west, the lode is 1½ ft. wide, producing a little copper ore.—Blewitt's Shaft: In the 234 end west the lode is 1 ft. wide, yielding good stones of tin. In the 220, west of shaft, the lode is 6 ft. wide, producing 3 tons of copper ore per fathom. The 210 end is suspended for the time, and we have put the men to rise against Richards's shaft.—Richards's Shaft: The lode in the rise is 4 ft. wide, yielding 2 tons of copper ore per fathom; we have about 4½ fms. of ground to get through to communicate to the 200 fm. level; we hope to accomplish it by the end of the month (setting). In sinking Richards's shaft below the 200 fm. level, which is down about 5 fms. from the level, the lode is 3 ft. wide, yielding a little copper ore. In the 200 west the lode is 4½ ft. wide, producing 2½ tons of copper ore per fathom; this end continues to let out a large stream of water. The remaining bargains are much as when last reported on. There are employed this week—On tutwork, 204 men and boys; on tribute, 76 men and boys; on surface, 60 men and boys: total, 340 men and boys.

C M DWYFOR.—J. Jewell, Oct. 1: Setting Report: The lode in No. 1 level F[illegible]g east of the south cross-cut is 3½ ft. wide, carrying a beautiful leader of [illegible] lead ore; the copper-bearing part is getting wider; price for driving, 14*l.* per fathom. lode in No. 1 level driving east of north cross-cut is producing rich rocks of copper ore, sulphur, &c.; price for driving, 13*l.* per fathom. The stopes east and west of the little shaft sunk on the south lead lode will produce 1 ton of lead ore per fathom; price for stoping, 4*l.* 10s. per fathom respectively. The copper portion of the lode in each stope is still standing; we shall take it down against my next report. Operations are proceeding as rapidly as possible. The mine continues to offer a very encouraging appearance.

CWM ELAN.—W. Goldsworthy, Sept. 26: Fair progress is being made in the driving of the 20 this week by the number of hands engaged; the lode in the eastern end is 3 ft. wide, composed of capel, lime, spar, lead, and blende ores, of the latter two named worth about 22 cwts. per fathom. This end is now going into virgin ground on the lode not worked on in the levels above, which is a very good feature. The lode in the 20 west is 2 ft. wide, and will produce about 20 cwts. of lead and blende ores per fathom—a kindly lode. Water is issuing very freely in each end; this is also a favourable symptom. We shall commence carrying the parcel of lead ore to Rhaefader station the early part of next week.

DE BROKE.—T. Hodge and Son, Sept. 29: At Watson's shaft we have secured the collar, and sinking is resumed by a full pare of men. In the 25, west of the junction, we have taken down the leader part of the lode for 5½ fms. in length, but the lode to-day does not look quite so orey, worth 1½ ton per fathom; the lode about this point is of greater width, and the north part of it has not yet been proved, but when cut through you shall be advised of its value. The stopes below the adit level continue to produce fair quantities of lead. All surface work is being pressed on. We are erecting sheds over the dressing floors, and we hope to complete the same before the winter sets in. We sampled to-day 12 tons of lead, for sale on the 8th proximo.

DEERPARK.—J. Goldsworthy, J. Bucknell, Sept. 26: In the shaft sinking below the adit the stratum is strongly charged with branches containing blende, mundic, spotted with copper ore, with an increase of water; we regard the present indications as being most favourable for the production of mineral on intersecting the lode. The pitwork and machinery are in good condition, and work remarkably well.

DENBIGHSHIRE CONSOLIDATED.—J. Pryor, Oct. 1: In the 112 west we are pushing on the driving of the level, without waiting to explore the ore ground at the bottom, as our great anxiety is to reach the junction; however, I am pleased to tell you that we are in a splendid ground formation, yielding lead ore of rich quality—in fact, the stuff taken from the level is precisely similar to that seen at Parry's shaft. In the 66 west both the cross-cut and level present encouraging features. In the 112 east the ground continues hard, and against our progress.—Junction and Cleland shafts are as previously reported; the ground in the former is very hard, but we must recollect that a similar formation had to be passed through in Parry's shaft before the discovery was made. Machinery and pitwork in good condition.

DUNSLEY WHEAL PHOENIX.—Wm. Skewis, W. Richards, Sept. 26: In Whim shaft at the 47 during the past month we have driven west for plat 1 fm. 6 in., at 10*l.* per fathom; cross-cut north 1 fathom 3 feet 10 in., at 18*l.* per fathom. We have cut into the lode about 6½ ft., which is very compact. As we have struck granite in bottom of cross-cut, I think we are nearly through the lode here, but owing to the underlie of the lode, we have some 4 or 5 ft. further to drive to see all the lode in the back of the end. I think the lode is greatly improved in the last 10 fathoms sinking. At the 37 the lode is large, but split into several branches, none larger than 2 ft. At the 47 the lode must be 7 ft. wide, and very compact, and showing good indications of a tin-bearing lode in depth. The lode so far as seen is composed of peach, iron, capels, mundic, and also a little tin, but not as yet in paying quantities. But in sinking another 10 fathoms, I think we may reasonably look for still additional improvement. But I beg to suggest that as we are now cross cutting, that it might be to our advantage to drive the cross-cut some 3 or 5 fathoms further north, to see if any more lode can be met with. In deep adit level driving west of cross-cut on course of the lode we have driven 1 fm. 5 ft. 6 in., at 10*l.* 10s. per fathom. Let again at same price. The lead is still in two parts, with a horse between them, which has much widened since last report, heaving the south branch too far south to follow, and the north branch underlying fully 5 ft. in 1 fathom. We have only been able to see a small portion of it; but there are now indications that the horse is becoming smaller, and the north part of the lode is likely to resume its former course again. From present indications I hope to report improvements next week.

DYLIFFE.—Edward Rogers, Oct. 1: Dyliffe Lode: The ground in the cross-cut at the 120 is just the same as it has been, and progressing at the usual rate. At the 60 driving east the productive part of the lode is about 6 in. wide, a mixture of blende, copper, and lead ore, worth about 5*l.* or 6*l.* per fathom. The 40 end at the present time is unproductive. The stope in the bottom of the 25 is improved, and is worth 14*l.* per fathom. The lode in the 15 end driving east of old engine-shaft is a little improved, it being large, and producing rich stones of lead ore.—Esgair-galed Lode: The stope in the back of the 45 is yielding a little lead ore. I expect the lode will improve as we get towards the winze sunk from the level above. The tributers on an average are making good wages at their respective settings. I sent yesterday, the 30th ult., samples of lead ore to the different smelters—computed 60 tons.

EAST DARREN.—Sept. 28: At Skinner's shaft we have completed cutting plat, clearing stuff, &c., and shall resume sinking this week below the 116, which will be pushed forward with all speed. In the two stopes over the 116 fm. level the lode is 1½ yard wide, yielding from 15 to 16 cwts. of lead ore per fathom. In the stope over the 104 no lode has been taken down since last reported on. In the cross-cut north at the 92 the ground is chiefly composed of a dark clay-slate, branches of carbonates of lime, containing small spots of lead, and a little easier for progress. In the stope under the 80 the lode is 1 yard wide, yielding from 10 to 12 cwts. of lead ore per fathom. The tribute pitches throughout the different levels continue to yield fair quantities of lead ore. Our machinery is in good working order; drawing and dressing being pushed forward with all vigour, and shall sample to-morrow (Tuesday), the 29th inst., 50 tons of silver-lead ore for sale on Oct. 12.

EAST WHEAL BASSET.—R. Pryor and Son, E. Adams, Sept. 30: Since our setting report of last week there has been no change in any of our underground points of operation worthy of remark. We are making good progress in clearing and securing the south shaft, and we hope soon to communicate same with our working on the south lode, which will materially facilitate our development.

EAST WHEAL GRENVILLE.—E. Hosking, W. Bennetts, Sept. 23: The mine is looking just the same as last reported.

EAST WHEAL GRENVILLE.—E. Hosking, W. Bennetts, Oct. 1: The lode in the rise above the 130, west of engine-shaft, is 2½ ft. wide, and worth 8*l.* per fm. The stope above the 120, west of engine-shaft, is worth 5*l.* per fathom. Since we passed through the branches in the 120 cross-cut north the ground is more favourable for driving. The stope above the 110, west of engine shaft, is worth 5*l.* per fathom. The lode in the 110, east of engine-shaft, is worth 6*l.* per fathom for tin and copper ore. The lode in the 95, east of cross-course, is 2 ft. wide, and worth for tin and copper ore 8*l.* per fathom.

EAST WHEAL LOVELL.—R. Quentrall, Sept. 30: Fatwork: In the skip shaft sinking below the 100 the lode is looking very well, and producing the usual quantity of tin—5 tons per fathom for length of shaft (12 feet).—Tregonebris: The lode in the 34, east of the new engine-shaft, is just the same as last reported, worth 25*l.* per fathom.

FLORENCE CONSOLS (Tin).—J. Searle, R. Skewis, P. Skewis, Sept. 29: Setting Report for Oct. 23:—The following bargains are at work.—At Walter's shaft the 20, driving west on the Georgia lode, by one man, at 30s. per fathom; lode 1 ft. big, saving work. The 60 is driving west by two men, on the Georgia lode, at 40s. per fathom; this is a very promising lode, and is saving work. The 60, on the Fisher's lode, and end driving east and west, by three men, at 35s. per fathom; this also is a very promising lode, and is yielding some good work for tin. The cross-cut driving south-west from Walter's shaft we are pushing on with all speed. We have just intersected another lode, this being the fourth lode that we have intersected in this level. This last lode is 1½ ft. big, but is unproductive for tin. It contains a quantity of mundic, and letting out water freely, so much so that it has let down water at Trevellyan shaft 2 ft., and still giving less. If this continues we shall be able to sink the Trevellyan shaft without a pumping-lift. We are busy getting the whim to rights, so that we may begin to sink at once on the course of the lode. This lode is well known to be a very productive one. The 60 is being stoped west on Fisher's lode, by four men, at 40s. per fathom. This we shall finish stoping this week, as the water will run through from Eliza's to Walter's in this level. The 60 west, on the Millpool Standard lode, is being driven by two men, at 40s. per fathom, but is unproductive, and are daily expecting to meet with a lode here. We have set to two men and two boys to cross-cut south through the Millpool Standard lode at this level, as we think there is more of the lode still remaining inside. The 60 is being driven east on the Millpool Standard lode by four men, at 7*l.* per fathom. This is a very promising end, and we have taken out some very good work from this place; lode 4 ft. big, but is very hard. The 60, east of Walter's and west of Eliza's, we are sinking a winze by four men, at 50s. per fathom; we are breaking some good average work from this place. The 66, on junction of Millpool Standard and Fisher's lode, we have six men sinking a winze through to the 76. This we are pushing on with all speed, as we wish to hole through for ventilation. We are breaking from this place saving work, but have been much hindered by the water in the winze. The 66 is being driven east on Fisher's lode by two men, at 15s. per fathom. This is a very promising end, and we have broken some good work from this place. In the 66 we have six men stoping the bottom at 5s. 6d. per ton; this lode is the Millpool Standard, and is 10 feet big, all saving work, and have broken some very fine blocks of tin from this place. The 76 is being driven west on the Millpool Standard lode, and we have intersected the Fisher's lode, which is yielding some very good work, and are now driving east and west on it by six men, at 60s. per fathom. The 76 is being driven south on a branch from the Millpool Standard by four men, at 50s. per fathom; we have driven through a very good lode, and the end still looks promising, but is not quite so large as it was. The shaftmen of Walter's we have put to out a dispatch plat at Eliza's in the 76 as per contract—9*l.* to complete it, after which we shall again commence to sink this shaft and cross-cut through to the fine lode of tin which is gone below. There are two other bargains—the cross-cut driving north from Eliza's 40 fm. level to intersect the north lode by two men, at 35s. per fm.; we are daily expecting to meet the lode as the ground appears to be changing, and we have three men stoping the back of the 20 on Fisher's lode, at 27s. 6d. per fm.; this lode is 3 ft. big, and saving work. The shaft near the Cluverton Gate is now perfectly dry, and we are clearing it up; when we commenced there was about 1 fathom of water in it, but it is now perfectly dry, which is caused, we think, by the drivage through the new lode of mundic which we intersected in the 60 fm. level cross-cut from Walter's towards Trevellyan's shaft, where the water is also going down. We hope we shall begin very shortly to break some good tin-stuff from this place. We have three bargains at the Trevain Mine. Driving west on the 30 the Millpool Standard by three men, at 50s. per fathom, and is a very promising lode. The 30, driving south, a cross-cut through the Millpool lode by two men, at 50s. per fathom. To intersect a branch from the Millpool Standard. In the 30 we are sinking a winze down to the 40 by two men, at 70s. per fathom; this is in a run of good tinny ground. We hope to increase our returns shortly. All the machinery is in good working order. The tribute pitches are much the same as when last reported—broken good.

FRANK MILLS.—J. Rowe, jun., N. Addems, Sept. 30: Setting Report: The 115 to drive south of cross-cut, west of engine-shaft, by six men, at 5*l.* 10s. per fathom; lode producing good saving work for lead. The 115 cross-cut to drive west of this lode by two men, at 3*l.* per fathom. We have intersected two branches in this cross-cut, which produce good stones of lead, and shall commence to open on them in a day or two. At the 84, south of cross-cut, west of engine-shaft, we have put the men to drive east and west of present end, as we are of opinion there are other parts of the lode standing in side of this level. The 72 to drive north of cross-cut, south of engine-shaft, by four men, at 4*l.* per fathom; we are driving under the lode, but intend to cut through it shortly. The winze in the bottom of the 72, north of engine shaft, on west branch, by four men, at 3*l.* 10s. per fathom; lode producing 5 cwts. of lead ore per fathom. A level to drive south-east of winze, between the 46 and 60, north of Orchard air shaft, by two men, at 2*l.* per fathom; lode producing saving work for lead. James's stope in back of the 45, south of east cross-cut, south of Orchard air shaft, by eight men, at 1*l.* 15s. per fathom; lode producing 8 cwts. of lead ore per fathom. The rise in back of the 60, under this stope, by six men, at 8*l.* per fathom; lode producing 5 cwts. of lead ore per fathom. The 45 to drive south of James's stope, by four men, at 4*l.* per fathom; lode producing 5 cwts. of lead ore per fathom. The 45 cross-cut east, south of Orchard air shaft, by six men, at 4*l.* 10s. per fathom. We have intersected a branch in this cross-cut which produces 5 cwts. of lead ore per fathom. We have about 3 fms. more to drive to intersect main part of lode. We have eight pitches working, by sixteen men, which are producing moderate quantities of lead. Our machinery and pitwork is in good working order.

FURZE HILL.—W. Doidge, Oct. 1: No. 1 North Lode: The value of the stope in the back of the midway level, east of Bell shaft, is much the same as last reported on, worth from 10*l.* to 12*l.* per fathom; we shall get this stope in regular working order by the end of this week, when the clearing eastward will again be resumed. We have opened another stope in back of the 54, east of cross-cut, where the lode is worth about 3*l.* per fathom; price for stoping, 20s.—Middle Lode: There is no change in the 40 or 54 west since last reported on. The stopes in back of the 40 are worth about 3*l.* 10s. per fathom, whilst that in the back of the 54 is worth from 8*l.* to 9*l.* Our last parcel of tin weighed 3 tons 5 cwts. 22 lbs. Our next parcel, which we are now busily engaged in preparing for market will be something more.

GORSEDD AND CELYN LEVEL.—W. Edwards, Oct. 1: I am not able to report the intersection of the Merllyn lode; but from the present change in the adit I believe we are very near, as the water is coming out strong from the forebreast. —Coetia Glynen: We are not yet in a position to work the sump ground properly, as the communication from the shaft is not quite ready. In a day or two we shall put a set of men in the other sump, so as to allow a good stope of ground to be worked. I think in my next I shall be able to give you very satisfactory news.

GREEN HURTH.—Wm. Vipond, Sept. 19: The end south from incline is beginning to take more of the character of the stopes as we get more hold of the limestone in the east cheek; we have more width of vein, and better ore; it is yielding now 4 tons of ore per fathom, with every indication of improvement. The stope above this is still yielding well—perhaps 6 tons of ore per fathom at present. The stope on same vein (No. 1) south is yielding about the same going north on same vein, both below and above adit; we are clearing the sides, but a deal of this, though pretty good, will go to crusher, and so will the work coming from No. 3 cross vein. Nothing to report from old vein. Rutter's level continues better for driving; we have just got through the hazel on one side of the vein we are rising in, in the low level; the vein at this point is looking more kindly than it did when we were altogether in hazel in the level, but we see no ore in it yet. We have delivered 145 bings of ore for present sale.

— Sept. 26: The end south from incline, on No. 1 cross vein, is still very good, and the vein opening out to a quarter width every day. It is yielding 5 or 6 tons of ore per fathom. The stope above this is yielding about the same, and the stope south over adit is of about equal value. The two workings clearing off the side of vein, one above and one below adit, are producing little at present except crusher work, which has accumulated very much lately. We have also a good deal more bowse in stock than usual, but as we have plenty of water we expect soon to have most of this dressed up. Rutter's level is a little harder this week for driving, and the rise in the low level is still very wet. We expected to have got clear of most of the water at the top of the hazel, but we still have it coming from above. We have delivered for last sale 220 bings 4 cwts. of ore.

GUNNISLAKE (Clitters).—William Skewis, J. C. Seccombe, Oct. 1: The shaftmen are now engaged in putting down skip-road, casing, and dividing the shaft. In the 164, east of engine-shaft, the lode is worth 8*l.* per fathom, and in this level west the lode is worth 7*l.* per fathom. There are two stopes in the back of the 164 east, worth 20*l.* to 25*l.* per fathom. The lode in the 140 west is worth 15*l.* per fm. In the rise in back of the 140 the lode is worth 20*l.* per fathom. The stope in the bottom of the 140 west is worth 7*l.* per fathom. The winze sinking in the bottom of the 128 is worth 9*l.* per fathom. In the 116 west the lode is worth 30*l.* per fm. No other change to notice through the mine.

HALKYN DEEP LEVEL.—Sept. 29: Saturday last being our setting-day at the above mines we have set the following bargains for the month of October:—The deep level to drive south-west, on the deep level vein, by two men, at 9*l.* per yard; the lode at this point is about 12 in. wide, consisting of limestone, spar, and spotted with lead ore. There are two men repairing the deep level, about ⅛ mile in from the entrance, at 12s. per yard. A pitch below the 174 yard level, north-east of junction on deep level vein, to four men; the lode is 2 feet wide, worth 10 cwts. of lead ore per fathom. A pitch below the 146 yard level, south of north shaft, on Pant-y-ffrith vein, to two men; the lode is 4 ft. wide, worth 8 cwts. of lead ore per fathom. A pitch over the 146 yard level, north of north shaft, on Pant-y-ffrith vein, to two men; the lode is 2 ft. wide, worth 10 cwts. of lead per fathom. All the tribute pitches are set at 9*l.* per ton tribute. There are 14 miners employed underground this month, and every effort will be made to get as much ore as possible.

HINGSTON DOWN CONSOLS.—James Richards, Sept. 30: Bailey's Shaft: In the 150 west the lode is still 4 ft. wide, composed of mundic, caple, quartz, peach, and a little copper and tin ores. In the bottom of Cocking's winze the cross-cut has not yet reached the main part of the lode; there is, therefore, no change to report. In the rise in the back of the 140 west the lode is from 2 to 3 ft. wide, and still produces saving work of copper ore. The lode in the three stopes in the back of the 140 west is worth on an average 25*l.* per fathom. In the 120 west the lode is fully 3 ft. wide, consisting of peach, mundic, caple, quartz, prian, and still produces small quantities of black oxide and malleable copper. In the 110 west the portion of the lode carried—5 ft. wide—is worth 20*l.* per fathom, and continues very promising. The lode in the back of the 110 west is still worth 15*l.* per fathom.

ILLOGAN.—R. Pryor and Son, Sept. 29: Within the past week we have made fair progress in driving the deep adit cross-cut north of engine-shaft; the ground is of a highly mineralised nature, and for the first time we have observed a little water flowing from the end.

KINGSTON VALLEY.—G. F. Richards, Oct. 1: The driving of the 18 west has been resumed this week, where the lode will yield 10 cwts. of lead ore per fathom, and presents very promising appearances. The stope in back of the same (the 18) is still being carried upwards, in which the lode maintains its size, character, and value, yielding 1 ton of silver-lead ore per fathom. The dressing operations are progressing satisfactorily, and we purpose continuing them for another fortnight. We shall also get about a good quantity of blende for sale at the same time.

LADY CONSTANCE.—Oct. 1: I have set the cross-cut to four men, to drive west of the old shaft for this month, at 90s. per yard; the men to fill and land all the stuff, pay for winding, and all other costs. I think from the different indications that we shall have an improvement in the ground shortly.—Katie's Shaft: After driving some distance north and south of the level west of the cross-cut, and not finding anything better than in the western end, I have put the men to drive on west again, where we are getting a little ore, and the men progressing well.

LADYWELL.—A. Waters, Oct. 1: Setting Report: Caunter: The engine-shaft to sink below the 16, by nine men, at 15*l.* per fathom; lode 4 feet wide, yielding good stones of lead, and improving. The 16, north of shaft, by four men, at 6*l.* per fathom; lode 4 ft. wide, worth 1 ton per fathom. The 16 to go south of shaft, by two men, at 2*l.* per fathom; lode 5 ft. wide, yielding solid clinkers of ore. We expect a great improvement in this end soon. The adit to drive south on caunter lode, by four men, at 3*l.* per fathom; we expect to hole this end to the rise from the 16 in 6 ft. further driving, and we shall then have a rich piece of lead ground opened.—Main Lode: The 32 to drive north of the shaft, by six men, at 12*l.* per fathom; the lode is 4 ft. wide, composed of spar and lead ore of a very promising character. The 16 to go north of shaft, by two men, at 5*l.* per fathom; lode 3 feet wide, and we are still in the greenstone. The engineers are fixing the machinery.

MARKE VALLEY.—J. Seccombe, J. Stentake, F. Renals, Sept. 25: Setting Report: The 136, to drive west on Marke's lode, by four men, at 15*l.* per fathom; this end is being driven on the leader part of the lode, which is very large, the end being 5 ft. wide, with lode still standing on both sides; the part carried is composed of capel and quartz, with mundic, and from 1 to 2 tons of copper ore per fathom. To stope Marke's lode, east of winze, in the back of the 124, by four men, at 3*l.* 15s. per fathom, worth 3 tons per fathom. To stope Marke's lode, west of winze, in the back of the 124, by two men, at 3*l.* 15s. per fathom, worth 2 tons per fathom. In the stope in the bottom of the 100, on Marke's, the men (four) are engaged in taking down the north branch, which is producing good work for copper ore. No. 1 stope, on Rosedown lode, in the bottom of the 80, by four men, at 6*l.* per fathom. No. 2 stope, on Rosedown lode, in the bottom of the 80, by four men, at 5*l.* 10s. per fathom, worth 4 tons per fathom. The men in No. 3 stope, in the bottom of the 80, on Rosedown lode, are still engaged in stripping down side; the lode here is very large. To stope the south part of Rosedown lode, in back of the 80, by four men, at 6*l.* per fathom, worth 4 tons per fathom. To strip out portion of the lode standing on the north side of the 70 end, by two men, bargain 4*l.*, where the lode will yield 1 ton of copper ore per fathom. To stope Rosedown lode, in back of 70, by four men, at 4*l.* per fm., worth 4 tons per fm. To drive the 60 west, on Rosedown lode, by two men, at 9*l.* per fm.; lode chiefly quartz, with stones of copper ore. To stope Rosedown lode, in the bottom of the 60, by four men, at 5*l.* 5s. per fathom, worth 6 tons per fathom. We have four men still engaged in taking out the south part of the lode in the back of the 60, which is yielding 5 tons of ore per fathom. To drive the 50 west, on Rosedown lode, by two men, at 15*l.* per fathom; the lode is harder than it was, but continues to yield 4 tons of copper ore per fathom. In consequence of the state of the ventilation we have been obliged to reduce the number of men in this end. We have four men employed in stripping out a portion of the lode standing by the side of the 50, which is producing good work for copper ore. To stope Rosedown lode, in the bottom of the 40, by four men, at 9*l.* per fathom, worth 7 tons per fathom. To stope Rosedown lode, in the bottom of the 30, by four men, at 4*l.* per fathom, worth 4 tons per fathom. To stope Rosedown lode, in the back of the 30, by three men, at 5*l.* per fathom, worth 6 tons per fathom. To rise the winze in the back of the 10, by six men, at 14*l.* per fathom, worth for length of the winze (15 ft.) 9 tons per fathom. A pitch in the back of the 112, on Marke's, by two men, at 10s. in 1*l.* A pitch in back of the 80, on Rosedown, by two men, at 6s. in 1*l.* A pitch in back of the 60, on the 80, on Rosedown, by two men, at 11s. in 1*l.* A pitch in the back of the 60, on Rosedown, by two men, at 11s in 1*l.* The halvans on Salisbury stamps-floors, by one man, at 10s. in 1*l.* The halvans on the Salisbury Barrow, by one man, at 13s. 4d. in 1*l.* The ground in the bottom of Salisbury shaft is hard, and slow for progress.

MEDLYN MOOR.—J. Rowe, Sept. 30: The foundation for the new engine-house is all ready for the masons to commence building. We have had a large quantity of streamers' rubbish to remove. We are now making an arrangement for building stone, which will effect a considerable saving to the shareholders when compared with getting the stone from the quarries. We have some men employed in bringing up deep surface drains, which will greatly ease the cost of pumping.

NANGILES.—Sept. 29: The deep adit cross-cut, south from Jenkins's shaft, is making good progress towards Clifford lode, and as we are likely to intersect the lode near the elvan course I think the prospects good. The lode in the mid-level adit, east of the new east shaft, is 5 ft. wide, containing tin of the lowest produce, but the lode has a very kindly appearance for improvement as we drive east. The lode in the rise and the middle adit, west of the new shaft, is 4½ ft. wide; this lode is improving as we are raising, and it produces moderate stamping work.

NEW GREAT CONSOLS.—R. Pryor, H. Vial, T. Jenkin, Sept. 29: Phillips's engine-shaft men continue to make fair progress in sinking below the 86 fm. level. At Broadgate the shaftmen are vigorously pushing on with the completion of the pitwork previous to commencing the working of the engine. The surface operations have been fairly proceeded with during the past week, considering the bad weather.

NEW HENDRA.—R. King, Sept. 30: We have altered the direction of the deep adit end a little north on a branch which we cut bearing north of east; we find the ground is a great deal easier for driving, and this direction, should it continue, will lead us to the counter lodes ahead of us in a shorter distance than our former direction. I will let you know in my next report how the ground and the branch [illegible]

NEW HOBB'S HILL.—T. Rowse, Oct. 1: Our stamps are all at work (48 heads), and doing good duty, having a full supply of water; we are stamping 40 tons of stuff per day, and the produce for tin rather above the average. We are evidently likely to produce the best batch of tin ever stamped before in this mine in a month.

NEW ROSEWARNE.—E. Hosking, W. Bennetts, Sept. 26: Setting Report: To drive the 104, east of Bickford's shaft, by six men, at 13l. per fathom; the lode is 4 ft. wide, worth 7l. per fathom; it contains more mundic, and looks kindlier than for some time past. To stope below the 84, west of Bickford's shaft, by four men, at 5l. 10s. per fathom; the lode is worth for tin and copper 9l. per fathom. To drive the 58, west of Pool's shaft, by four men, at 6l. per fathom; the lode is looking much the same as when we advised you last, and is worth 12l. per fm. for copper ore. To drive the 46 west of Pool's shaft, by four men, at 8l. per fm. the lode is 4 ft. wide, producing saving work for copper ore, and is worth for tin 6l. per fathom. We have set six pitches to 20 men, at tributes varying from 11s. to 13s. 4d. in 1l., the tributers to be paid at the rate of 50l. per ton for black tin.

NEW WEST ROSEWARNE.—J. Curtis, Sept. 30: There is no change to notice in the 24 fm. level end, east of Leed's flat-rod shaft, the ground being hard. In the 10 east we have sampled 4½ tons of stuff, which made a produce of 36 lbs. of tin per ton of stuff. I purpose sinking a winze on this end from the adit level, which when holed to the 10 will, no doubt, lay open a large quantity of paying tinstuff.

NORTH HENDRE.—J. Lean, Sept. 30: The ground in the north level seems to be undergoing a change; we have a great deal of lime spar coming in, impregnated with copper. The vugh alluded to in last report still follows us, which I consider is a good indication of something better ahead. All other points continue much the same, producing lead up to the value then given.

NORTH LAXEY.—R. Rowe, Sept. 29: I have just come from underground, and beg to hand you the following report:—The lode in the 121, driving north, is at present small, scarcely 1 ft. wide, and containing a small quantity of ore; I expect an early improvement in this end. The lode in the 110 end is about 2 ft. wide, and still worth 2 tons of lead per fathom; seeing that this end is holding on so well in new and whole ground, I have resumed the driving of the 84 above. I feel confident we shall make a discovery by pushing that level further north. We have one stope working in the roof of the 110, but not in the ore ground now being driven through in the end, and two stopes in the roof of the 60, of an average value of 1 ton of lead per fathom. The 60, driving south, rather considerably improved last week, yielding good stones of ore, but is not looking so well to day; the lode is getting smaller, and I believe we are again coming to a nip. We have about 40 tons of lead ready, which will be sampled on Friday next.

NORTH POOL.—W. C. Vivian, F. Clymo, Oct. 1: We have not yet intersected the lode in the 40 cross-cut, having, according to the map of the old workings, yet about 2 fathoms to drive to reach the line it apparently takes in going west. The rock is harder than it has before been, and it is evident that we have entered the belt of hard greenstone which has accompanied this lode in the old mine, and formed the stratum in which the great copper formation there met with was embedded. This belt of rock was found in the old mine to be the hardest immediately adjacent to the lode, and our experience of it in the 40 cross-cut quite agrees with this, there having been in the last few feet driven a gradual increase in the hardness; but the distance is now so short to reach the probable position of the lode, that we regard this change with pleasure rather than otherwise, as it shows we may not unreasonably calculate on its leading to similar results to those which were found under the same conditions further east.

NORTH TRELEIGH WOOD.—W. Tregay, Oct. 1: In the deep adit level west the lode produces good stones of tin. There is no change in the trial-shaft sinking west since last report.

NORTH TRESKERBY.—R. Pryor and Son, Sept. 30: On Saturday last we set the deep adit cross cut to drive north of new shaft by six men, at 5l. 10s. per fm.; the nature of the ground at this point is changing, and small branches of spar are being met with, as well as an increase in the flow of water therefrom, taken together is sufficient evidence to lead us to believe that a lode is near at hand.

OLD BOTTLE HILL.—R. Unsworth, Sept. 30: In the 46, east of Rowe's shaft, on the Bucking-house lode, the lode is 1½ ft. wide, very much improved, and producing a little mundic and good saving work for copper ores. The winze in the bottom of the 36, east of Rowe's shaft, the lode is 3 ft. wide, producing mundic and grey and yellow copper ore, worth for the latter 8l. per fathom. I have taken four men from the winze, and put them to drive at the 46 as I expect the winze will be down before the level is driven far enough to hole. I have only two men in the winze at present busy cutting plat and fixing tackle, which will be finished in a day or two. In Jones' pitch in back of the 12 the lode is 6 ft. wide, producing stamping stuff for tin. The public samples of the 11 tons (computed) sampled on Sept. 24 produced over 14¾.

OLD TINCROFT CONSOLS.—James Pope, Sept. 30: In the 10, west of Dymond's shaft, the lode is 15 in. wide, producing good average tinstone, and still improving. In the 30 west the lode is 9 in. wide, producing good saving work for tin. We are still clearing east of the shaft, when I hope shortly to be in a position to set some ground, as well as drive the adit level east on the south lode, which has been very productive in the adjoining mine, Wheal Margaret.

OLD TREBURGETT.—W. Hancock, W. T. Bryant, Oct. 1: Good progress is being made in cutting plat in the 90. In the 80 south the lode is worth 12l. per fathom. In the 70 south lode is producing saving work for the dressing-floors, and improving. In the same level north we are driving by the side of the lode, which will be taken down in the latter part of next week; the value, as far as we know, is the same as last reported—10l. per fathom. The winze sinking under the 60 north is down 4½ fms., but the water being too much for manual labour it is suspended, and the men put to stope the back of the 70 north preparatory to rising against the winze when the end is forth. The lode in the stopes will be taken down at the same time as the lode in the end, when we will report its value. The lode in the 60 south is worth about 5l. per fathom. There is no change elsewhere to call for remark. We sample to-day—for four weeks—three parcels of silver-lead ore; No. 1 (computed), 20 tons; No. 2, 10 tons; and No. 3, 6 tons, for sale on the 9th inst.

PARYS MOUNTAIN.—T. Mitchell, Sept. 28: Setting Report: The stopes at the intermediate level, over the 90, by six men, the month, at 6l. 10s. per fathom, yielding 6 tons of copper ore and 3 tons of sulphur per fathom. The stope at the 80, near the cross-course, by six men, at 5l. 10s. per fathom; lode worth 6 tons of copper ore and 2 tons of sulphur per fathom. Stopes at the 80, west of cross-course, by eight men, at 6l. per fathom; these stopes will yield 7 tons of copper ore and 3 tons of sulphur per fathom. Stopes at the 65 by six men, at 6l. per fm., yielding 4 tons of copper ore and 3 tons of sulphur per fathom; the lode at this point is mixed with chert rock, and is not quite so good for copper. The stopes at the 65, west of winze, by six men, at 6l. per fathom; these stopes yield about 4 tons of copper ore and 2 tons of sulphur per fathom, and are likely to improve shortly. The stopes at the 65, east of winze, by six men, at 6l. per fathom; lode worth 5 tons of copper ore and 3 tons of sulphur per fathom. The copper here is of a better quality, and the lode is looking pretty well. The stopes at the 65, west of rise, by six men, at 6l. per fathom; lode worth 6 tons of copper ore and 2 tons of sulphur per fathom. The stopes at this level, east of rise, by six men, at 6l. per fathom; lode looking pretty well, yielding 7 tons of copper ore and 2 tons sulphur per fathom. We have let 13 tribute pitches to 25 men, at the usual prices: they are, on the whole, looking a little better. Surface operations are going on very well.

PEDN-AN-DREA UNITED.—Wm. Tregay, Wm. Prideaux, J. Pope, Sept. 26: Sump: We have been unable to achieve much in the 160 cross-cut this week, having had to stop for repairs of angle-bob, and so let the water into the bottom level. This is now all out again, and if all be well, we expect to be driving next week. In the 150 west end the lode (Martin's) is worth 30l. per fm. In the 140 fm. level east winze the lode (Martin's) is worth 30l. per fathom. In the 140 west end the lode (Martin's) is worth 14l. per fm. In the 130 west end the lode (Martin's is worth 10l. per fm.—Cobbler's: In the 120 west end the lode (Martin's) is worth 14l. per fathom.—Cardozo's: In the 90 west rise the lode (north) is worth 20l. per fathom. In the 80 west end the lode (north) is worth 14l. per fathom. In the 70 west end the lode (north) is worth 16l. per fathom. In the 60 fathom level west end the lode (north) is worth 20l. per fathom. In the 55 west end the lode (north) is worth 12l. per fathom. In the 47 west end the lode (north) is worth 5l. per fm. —Critchley's: In the 20 shaft sinking below this level we are making good progress. In the 90 fm. level rise the ground is now favourable, and we are raising speedily. In the 140 fm. level cross-cut good progress is being made. No other change to report.

PENNERLEY.—W. T. Harris, J. Delbridge, Sept. 30: Engine-Shaft: The 130 driving west is at present producing no lead to value. The lode in the 120 east is 1 ft. wide, containing good stones of lead, and promising for an improvement. In driving the 100 west, on the east and west lode, we have intersected the big ore lode, where we have a nice bunch of lead; the latter is worth 1½ ton of lead per fathom and the former 2 tons of lead per fathom; we calculate this junction to open out some good stoping ground. The lode in the 70 is 1½ ft. wide, producing 10 cwts. lead per fathom; the same may be applied to the level driving east. The lode in the winze sinking below this level is worth 2 tons of lead per fathom. The 40 driving west, on north lode, the lode is 3 ft. wide, composed of carbonate of lime, barytes, and lead ore; a kindly lode, and very promising for improving as driven forward. The lode in the 25 east is 1 ft. wide, worth 1 ton of lead per fathom. The winze sinking below this level is producing 2 tons of lead per fathom.—Potter's Pit: In the 65 cross-cut driving north the ground is hard and spare for progress; we have gone through some nice ribs of spar, containing a good mixture of lead. The lode in the winze, sinking below the 55, contains some good stones of lead, is down 7 fms. and have 3 fms. to sink to reach the depth of the cross-cut below; but the underlie of the lode has increased, consequently shall have to drive in proportion the cross-cut to communicate. The lode in the west end is now small, but ground favourable, and expect an improvement for lead very shortly. The lode in the winze, sinking below the 45, is worth 4 tons of lead per fathom; we are putting up a rise on the caunter lode discovered in the cross cut going south, which is producing some splendid stones of lead. We look upon this as a very encouraging point. The 15 driving east is worth 10 cwts. of lead per fathom. The stopes are yielding usual quantities of lead.

PLYNLIMMON.—John Garland, Sept. 29: In the 24, east of Hughes's winze, the lode is 2 ft. wide, composed of bastard killas, blende, and mundic, with occasional stones of lead ore, but not in sufficient quantities to value. In the rise over this level, in line of shaft, the lode is 18 in. wide, chiefly composed of mundic, with stones of lead ore; this point will improve as it gets up, and fair progress is still being made. The lode in the 12, west of engine-shaft, is still split up and disordered by broken-up ground. I may here remark that the present end of this level is at the commencement of the rising ground westward, hence a compact formation may now be expected, and also an improvement in the lode. In the cross-cut north of the 12, towards north lode, better progress is being made; I hope to report having intersected the lode shortly. A stope over this level, east of Williams' winze, produces about 15 cwts. of lead ore per fathom. The stope over the same level, east of cross course, yields ½ ton of lead ore per fathom. In the adit level cross-cut north, the joint mentioned in my last continues as we advance, and lets out a little more water, which leads me to expect to meet something very soon. The stope over this level, west of cross-cut, yields fully 15 cwts. per fm. Another stope in the back of this level, east of cross-course, produces 10 cwts. of lead ore per fathom. All machinery is in good working trim, with a good supply of water, and drawing and dressing are being carried on without interruption. I hope to sample at our usual time.

PORT NIGEL.—Joel Manley, Sept. 30: We have taken down the lode in the 34 east, and it is worth, for the part carried, from 30 to 35 cwts. of lead ore per fathom. The 44 east is in a well defined lode, worth 2¼ tons of lead ore per fm. The mine continues to open out in a very favourable manner, and I have no doubt of its becoming a valuable property.

PRINCE OF WALES.—J. Gifford, J. Pryor, Sept. 29: In the 77 west, driving by the side of the lode, the ground is a little more favourable for progress, and we shall continue driving as fast as possible, so as to enable us to enter into the lode as far east as we can in time for the general meeting. There is no other change in the mine since last report.

QUEEN'S.—E. Evans, Sept. 30: The sinking of Gladstone's shaft below the 140 yard level has been let to four men, for the month, at 3l. 5s. per yard; there is no change in the appearance of lode since my last report. The 120 yard level, east of Gladstone's shaft, has been let to four men, at 3l. 5s. per yard; the lode appears very good for lead. The 80 yard level in Milwr lode has been let to four men, at 2l. 10s. per yard; the lode is 3 ft. wide, of limestone and spar, with ribs of dark clay on the back of the lode. The new lode at the 80 yard level is let to four men, at 3l. per yard; the ground is composed of limestone, with joints of clay, and yielding small stones of lead ore occasionally. The roof of the 80 yard level yields lead daily, and is better for progress than when I last reported.

ROMAN GRAVELS.—Arthur Waters, Oct. 1: Setting Report: The 95, to drive north of cross-cut, on Roman lode, by two men, at 16l. per fathom, worth 1½ ton lead ore per fathom. The 95, south of No. 2 winze, by six men, at 17l. per fathom; lode worth 3½ tons per fathom. The No. 1 stope in the 95, south of No. 1 winze, by four men, at 7l. per fathom, worth for lead 3½ tons per fathom. No. 2 stope, south of winze, by four men, at 6l. 10s. per fathom, worth 2 tons. No. 3 stope, south of winze, by four men, at 6l. 10s. per fathom, worth 4 tons per fathom. No. 1 stope in same level, north of No. 1 winze, by four men, at 6l. 10s. per fathom, worth 2 tons per fathom. No. 2 stope, north of ditto, by four men, at 6l. 10s. per fathom, worth 2½ tons per fathom. Stope in the 95, north of No. 2 winze, by four men, at 6l. 10s. per fathom, worth 4 tons. No. 2 stope, north of ditto, by four men, at 6l. 10s. per fathom, worth 5 tons per fathom. Stope in same level, south of said winze, by four men, at 6l. 10s. per fathom, worth 2 tons per fathom. The winze below the 80, on east lode, by four men, at 16l. per fathom, yielding stones of lead ore. The 80, south of Corfield's, by six men, at 16l. 10s. per fathom; lode 8 ft. wide, worth 3 tons per fathom. Stope in back of the 80, south of shaft, by four men, at 6l. 10s. per fathom, worth 2 tons per fathom. No. 1 stope, north in 80, north of shaft, by six men, at 6l. 10s. per fathom, worth 4 tons per fathom. No. 2 stope, north of ditto, by four men, at 6l. 10s. per fathom, worth 5 tons per fathom. Stope in the 80, north of No. 4 winze, by four men, at 6l. 10s. per fathom, worth 4 tons per fathom. Stope in the 80, south of Preece's winze, by four men, at 6l. per fathom, worth 4 tons per fathom. Stope in bottom of middle level, south of said winze, by four men, at 6l. per fathom, worth 2 tons per fathom. Stope in the 80, north of Powell's winze, by four men, at 6l. 10s. per fathom, worth 2 tons per fathom. Stope in the 80, south of Powell's, by four men, at 6l. per fathom, worth 3 tons per fathom. Stope in the 80 (No. 2 stope) north of Powell's, by six men, at 6l. per fathom, worth 4 tons per fathom. Stope in middle level, south of No. 4 winze, by four men, at 6l. 10s. per fathom, worth 6 tons per fathom. Stope in middle level, south of Corfield's, by four men, at 7l. per fathom, worth 4 tons per fathom. Stope in same level, north of shaft, by four men, at 6l. 10s. per fm., worth 5 tons per fathom. The 65, to drive south, by six men, at 16l. per fathom; lode at present in a twitch, and only worth 2 tons per fathom. The saw-pit vein has come around on the Roman vein, hence the narrowing of the latter, as stated; but this is only temporary. No. 1 stope in the 65, south of Whittal's winze, by four men, at 6l. per fathom, worth 4 tons per fathom. No 2 stope south, by four men, at 5l. 10s. per fathom, worth 4 tons per fathom. The new south engine-shaft to sink below the 50 (now down 12 fms. 4 ft.), by nine men, at 17l. per fathom. The shaft will be down to the 65 by end of present month. The level from washing floors to the new shaft, by four men, at 3l. 15s. per fathom. We have to-day sampled 230 tons lead ore, for sale on Thursday next.

ROOKHOPE VALLEY.—D. Brown, Sept. 28: No. 1 stope, in the back of the 15, close to the boundary, by two men, at 1l. 15s., will yield 15 cwts. per fathom. The four men that belong to No. 2 stope are now engaged picking the stuff already broken, and depositing the bouse or ore stuff into shoots to send to surface. No. 3 stope, in the back of the 15, by four men, at 2l. 15s., will yield 1 ton of lead ore per fathom. The new winze from the 25 is down 4 fms. 2 ft. 6 in. in good ore; each end of the winze is left open, so that the lode may be seen as I described in my last—3 tons per fathom. The 42 fm. level end is being pushed on by nine men; there is one of these can attend the winding-engine, they have to tram, fill, land, and wind their stuff to surface at 6l. 15s. per fathom. The rise from the 42 we holed into bottom of the winze, sunk from the 25, three days after my last report was sent you, which has well ventilated the 42. The six men that were in the rise are now stoping in the back of the 42 from the rise west over; this is opening out some good ore, and will yield about 2 tons of lead ore per fathom; this is not well opened out yet for setting, but already 9 ft. wide.—Surface Operations: We have now got the large engine into good working order, consequently it does not consume so much fuel. If you would instruct me to sink our engine-shaft 10 or 12 ft. deeper, and cross-cut to the lode for a standage for water that would hold for 12 or 13 hours, we could do without one of the enginemen, who is getting from 26s. to 27s. per week, also near one-half the coal cost would be saved. The water the mine makes in twenty-four hours can be forked in nine, and calculating the crusher to go eight revolutions per minute the water would all come up for dressing purposes in the daytime, which would be a great boon to us in such dry seasons as this last has been. My estimate for the work purpose is 90l. The wages of our men at 27s. for six months, 35l. 2s.; say, 15l. per month saved in fuel; this would be a saving of 125l. 2s. in six months. The crusher is removed, and connected to the big engine, where we have lately built a good house for that purpose. It will be ready to go to work as soon as lift is fixed below and floor laid above. We have now finished round buddle, which is moved round by a 9 ft. water-wheel, driven with water after being used for dressing purposes on high floors. We have fixed two more jiggers, and I have ordered two more eccentrics for two more. Our tubs that were torn out will do as well as new ones.

SOUTH CONDURROW.—Joseph Vivian and Son, Henry Abraham, Sept. 30: In the 82, west of King's shaft, the lode is 6 ft. wide, and worth about 60l. per fm. In the winze sinking under the last-named level the lode 5 ft. wide, and worth about 15l. per fathom. In the 71, west of King's shaft, the lode is 5 ft. wide, and worth about 70l. per fathom. In the No. 3 winze sinking under the last-named level, the part of the lode being carried is 5 ft. wide, and worth about 30l. per fm. In the rise over the 71, east of King's shaft, the part of the lode being carried is 5 ft. wide, and worth about 15l. per fathom. We are expecting to communicate this rise to the winze under the 61 in a day or two. In the 61, east of King's shaft, the lode is 4½ feet wide, and worth about 10l. per fathom. Fraser's shaft is now about 3 fathoms under the 40, where the lode is 2 feet wide, and tinny. We expect to communicate this shaft with the 50 within about a fortnight. In the 30, east of Fraser's shaft, the lode is 1 foot wide, and producing a little tin. In the 30, west of new shaft, the lode is 1 foot wide, and tinny. In the 30, east of new shaft, the lode is 1½ foot wide, and worth about 5l. per fathom. The winze under the 20, east of new shaft, has been communicated to the 30, and the ends are now let on tribute, to four men, at 6s. 8d. in 1l. There is nothing requiring notice at the other points of operation.

SOUTH DARREN.—J. Boundy, W. H. Boundy, Sept. 28: Since the mine has been cleared of water, after the long drought, we have cased and divided the western engine-shaft from the 80 to the 90 fm. level, taken off penthouse at the 80, and are now drawing with the machine kibble from bottom; as soon as the accumulated stuff broken in desuing the lode is taken away the lode will be taken down, when you shall be duly advised of its value. The lode in the 80 west is 3 ft. wide, worth for lead and copper 25l. per fathom, and from indications presented we expect a further improvement shortly. The various stopes throughout the mine maintain their value as last reported. There is no alteration to notice in any other part of the mine. Dressing is going on regularly, and the machinery is in good condition.

SOUTH PRINCE PATRICK.—J. Jones, Sept. 30: The men at the northern shaft have completed the partition, which has greatly improved the air, and also have set the ladders to the bottom. Finding the air getting foul at the forebreast of the level in Parry's lode, I have put the men to continue the air drift along the east wall, which has yielded a considerable quantity of lode. The 40 tons sold at last sale has been delivered, and I expect, in spite of scarcity of water, to be able to prepare 20 or 25 tons for sale on Oct. 8.

SOUTH ROMAN GRAVELS.—J. W. Powning, Oct. 1: Shelfield: The engine-house is covered, and the masons are now building chimney and balance-bob loadings; the former is 22 ft. high, and the latter will be finished (weather permitting) in the course of a day or two. We have the main beam of the engine and also the cylinder fixed, and are now busy fixing the other parts of the engine. —Shelve: Agreeably with your instructions, I have stopped the end south from the deep adit cross-cut, and have reduced the working expenses as low as possible.

SOUTH TOLCARNE.—Joseph Vivian and Son, Sept. 30: In the engine-shaft sinking under the 20 the lode is 1 ft. wide, producing occasionally copper ore. In the 20, west of engine-shaft, the lode is 2 ft. wide, yielding a little tin. In the 20, west of engine-shaft cross-cut, Fraser's lode is 3 ft. wide, spotted with copper ore. In the 20, east of engine-shaft cross-cut, Fraser's lode is 6 ft. wide, composed of quartz and fluor-spar, with rich spots of grey and yellow copper ore scattered throughout it. The lode in this end has a very promising appearance for copper.

SOUTH WHEAL FRANCES.—A. T. James, J. James, J. Opie, Sept. 26: We have to-day let the following bargains:—Pascoe's Shaft to sink below the 175, by nine men, 3 fms., at 20l., and 6l. per cubic fathom for cutting cistern plat. When this is finished it is intended to bring down the rods to this level, and fix a pole and plunger bottom here. The lode in the shaft is 6 feet wide, producing a little tin, but not enough to value, but very much improved in appearance in the last 6 feet sunk. We shall urge on the sinking of this shaft with all the force at our command. The 134 cross-cut, to three men and three boys, at 12l. per fathom; the ground is again eased a little, the men having driven 2 fms. in the past month, and it is now 11 fathoms from the point where it was started; we calculate the lode may be intersected in the coming month. The 124, east of cross-cut, on the new tin lode, to two men and two boys, at 15l. per fathom; the lode and branches are 5 feet wide, tinny throughout, worth 8l. per fathom. The 124, west of cross-cut, to four men, at 12l. per fathom; the lode is all the end wide, worth 10l. per fathom. We hope by driving these ends to meet with an improvement; the lode when first cut was worth 25l. per fathom, and we see no reason why it should not improve again. The 124 stope, east of winze, to nine men, at 5l. per fathom; the lode is about 4 ft. wide, worth 15l. per fathom. The 124 stope, west of winze, to nine men, at 5l. per fathom; the lode is 4 ft. wide, worth 12l. per fathom. The 114 stope, to nine men, at 5s. 6d. per ton; the lode is 5 feet wide, worth 15l. per fathom. The 114 stope, on the north lode, to two men and two boys, at 1l. 15s. per fathom; the lode is 2 ft. wide, worth 6l. per fathom. You will perceive by the above report that although the stopes are not so profitable as we could desire, yet there is a small margin of profit left, which will assist us in developing the lode at a deeper level. In the tribute department there is nothing new to repost; we have six pares employed at from 12s. to 13s. 4d. in 1l.

ST. AGNES CONSOLS.—Wm. Vivian, Oct. 1: We are sinking the engine-shaft below the 72 fm. level; we have cut through the lode in the shaft; it is about 4 ft. wide, very kindly in appearance, and producing some good tinstone. The shaft-men will continue the sinking of the shaft in the country rock to intersect Wheal Kitty south lode, which they are now working on near our eastern boundary. We have holed the winze, which is sunk from the 48 to the 60. This has given good ventilation for working the bottom of the mine. We shall now put the men to cut through the lode in the cross-cut at the 72, and open east and west on the lode. From its present appearance in the shaft we have every reason to expect that good returns of tin will be made on this lode when we commence to open east and west.

ST. DAVID'S (Holywell).—J. Jones, Sept. 30: We are ready to commence operations at Jones's shaft to-morrow; the rope arrived yesterday. I am glad to be able to say that the ore at Edwards's shaft has greatly improved by driving. The lead ore ground is about half a yard wide and of fair richness. There is a heap of very good stuff on surface, and I intend to construct new washing floors next week.

ST. JUST AMALGAMATED.—R. Pryor and Son, T. Richards, Wm. Bawden, Sept. 29: The lode in Saveall's engine-shaft, sinking below the 120, is of much the same kindly nature as when last reported, denoting from its appearance an early improvement in the value of the lode. The lode in the 120, west of engine-shaft, still looks well, and all other underground places of development are without sufficient change to comment on since last week's report.

TANKERVILLE.—Arthur Waters, Oct. 1: The lode in the 152, in the 140, and in the 92, west of Watson's, is worth 5 tons, or in the aggregate 15 tons per fathom; each end is going forward into new ground. The winze on the same lode, below the 130 west, is also worth 5 tons per fathom. Other points are looking as for some time past. In the last three weeks we have weighed in over 78 tons of lead ore. Our next sampling will be 100 tons for the month. Setting report next week.

TEESDALE.—John Kneebone, Sept. 18: Engine-Shaft: Holmes' level north has been cleared up to the bottom; the forehead, which had been left very small, enlarged, and 7 ft. driven; it is now 6 fms. 1 ft. north from shaft, very hard and wet, with large vughs or socks; 5 ft. wide, barytes, iron, and capel, with a little lead ore in the bottom.—Engine-Shaft: Holmes' Level South: A tramway being now laid in this level, and bearings put up, four men have been constantly stoping the past week in the south end of the rise, and have taken out 9 ft. of ground. It has improved since last week, having widened from 2 ft. to 3 ft. 6 in., and is worth for lead 20l. per fathom. The north end of rise is worth 8l. per fathom, while the bunch of ore the old men wrought up to a point is not yet touched. This is let to touch at 3l. 15s. per fathom.—Hopkins's Level: There are 10 fms. now complete, and ground taken out for 1 fm. more, being 4 fms. completed this month, and 1 fm. more made ready. Sand Syke Level has been driven 4 fms. 2 ft., and 2 fms. 3 ft. of arching done; about three-fourths of the produce now is limestone, and we are expecting daily to strike the sill; driven 39 fms. 4 ft., arched 25 fms. 1 ft.

TRELEIGH WOOD.—E. Hosking, W. Goldsworthy, Sept. 26: Setting Report: To rise above the 44, west of the engine-shaft, by eight men, at 6l. per fathom. The part carrying is 5 ft. wide, and worth 7l. per fathom. We expect to communicate this rise with the winze sunk below the 34 some time next week. The rise above the 44, east of the cross-course, is up 7½ fms. above the level; this we have now suspended, and placed the winzemen to take down the ground north of the winze in the bottom of the 34; this we expect to complete in a few days, and effect a communication from the 34 to the 44, when we shall at once begin to stope the ground, where we have a good lode, worth 24l. per fathom. To stope the north side and back of the 44, west of the engine-shaft, by nine men, at 9s. per ton; the lode is 18 ft. wide, and worth for the width 25l. per fathom. To stope the bottom of the 34, east of the engine-shaft, by six men, at 6s. per ton; the lode is 10 ft. wide, and worth for the size 14l. per fathom. To stope the 34, east end and breast of ground, east of the cross-course, by nine men, at 6s. per ton; the lode is 12 ft. wide, and worth for the width 20l. per fathom. This is a fine-looking lode, and being 7 fms. in advance of the winze sinking below the level we have a fine piece of stoping ground that we shall soon be in a position to take away. To stope above the 34, west of Harris's winze, by ten men, at 5s. per ton; the lode is worth 16l. per fathom. To stope below the 24, east of Windmill shaft, by four men, at 5s. 6d. per ton; the lode is 6 ft. wide, and worth 9l. per fathom. To stope below the 24, east of the large bottoms, and east of Windmill shaft, by two men, at 6s. per ton; the lode is 6 ft. wide, and worth 7l. per fathom. We are daily expecting to effect a communication from the 34 to the 44, both east and west of the engine-shaft; when this is done we shall commence stoping and increase our returns.

TREVARRACK.—James Pope, Sept. 30: In the engine-shaft sinking below the 60 the lode is 2½ ft. wide, composed of capel, peach, and spar, with occasional stones of tin, but not enough to value. In the 60 east the lode is 3 ft. wide, composed of capels and flookan, with a little tin on the south part. In the rise above the 60 the lode is 2½ ft. wide, with 1 ft. on the south part producing low-quality tinstone.

TYLLWYD.—J. Paull, Oct. 1: The lode in the 20 fm. level, west of cross-cut at engine-shaft, is 3 ft. 6 in wide, containing spar, clay-slate, carbonate of lime, and lead ore, yielding of the latter fully 1 ton per fathom, and bids fair for further improvement. This level is laying open a good section of ore ground, which is 20 fms. high, and will shortly be available for stoping. I may here remark that the water is nearly all drained from the shaft at mouth of level, and at our next setting-day we propose putting a pare of men to sink the same, to communicate with said level. I am happy to say that the south-west level has further improved, and will now produce 30 cwts. of lead ore per fathom. Here I may also say we are laying open good paying ground, and for aught we know will continue to surface, which is 30 fms. high. This continues to be a very good point. The ground is very hard and sparry in the 20 fm. level cross-cut, south of engine-shaft, and nothing new seen during the past week; a little water issuing from present end. We have now nearly completed the laying down of the tramway to south-west branch, which will greatly facilitate the clearing of the ore stuff from the place. We are busily engaged in raising stones for crusher-house, &c., and shall urge on all things connected with the erection of the dressing machinery as fast as we possibly can. The mine at the present time is looking very encouraging, and we are laying open very good stoping ground.

WEST ESGAIR LLE.—R. Harvey, Oct. 1: Within the past few days we have had a great increase of water and quartz in the cross-cut in Hamilton's shaft, and feel satisfied from these indications, that we are not a great distance off the ore-bearing part of the lode; I shall be able to speak more fully upon this in the course of a few days. The bargains throughout the western mine are of the same value as last reported. Dressing is proceeding without interruption, and the whole of the machinery in good working order.

WEST GODOLPHIN.—John Pope, jun., Sept. 30: In Pressure shaft no lode has been taken down here for the month. The lode in Vivian's shaft is 15 inches wide, producing a little tin. The lode in the back of the 20, rising against Vivian's shaft, is improved; it is 2 ft. wide, worth for the length of the shaft (9 ft.) 12l. per fathom. The lode in the deep adit level driving south-east of Vivian's shaft is 2½ ft. wide, worth 6l. per fathom. The lode in the 50 driving west of the caunter, on Pink lode, is 15 in. wide, worth 12l. fathom. The lode in Wilson's shaft sinking from surface is improving as depth is attained; it is 5 ft. wide, worth for the length of the shaft (9 ft.) 15l. per fathom. The other parts of the mine are without change to notice.

WEST GREAT WORK.—S. J. Reed, Oct. 1: Since my letter informing you of an important discovery by tributers on a new lode west of Trescow shaft we have opened a short distance further on its course, and I am glad to say it is now worth 8l. to 10l. per fm., and has an appearance for further improvement. The tributers have been working on a branch, and having cut into the north side after a floor of quartz and tin discovered the lode referred to. We shall now open vigorously on its course, and expect to find valuable tribute ground. We have resumed the drivage west of skip-shaft, on No. 2 lode, and rich stones of tin have been broken. I purpose extending this end west to the junction of the Croft Gothal lode, which intersects this lode at a favourable angle for mineral. The operations recently commenced at Pollard's shaft show good floors, with branches of tin disseminated, and I look for further discoveries here.

WEST MARIA AND FORTESCUE CONSOLS.—W. Skewis, Noah Coward, Sept. 30: West Maria Lode: We are pushing on as fast as possible the 104 west, with the hope of meeting the ore gone down in the level above, but there is no alteration to note since last report. The piece of lode driven forth by the side of the 93 west has been taken down since last week, and does not contain ore enough to value. In the end the lode is about 2 ft. wide, and contains some strong yellow ore and mundic, is letting out a little water, and, on the whole, has a kindly appearance. The average value of the stopes in the bottom of this level is 35l. per fathom. The stope in the back is worth 30l. per fathom.—North Lode: The stope in the back of the 71 west has improved, and is now worth 15l. per fathom.

WEST MILWR.—William Francis, Sept. 30: We have cut a branch of the Old Meadow vein, running nearly parallel to it, with little or no underlie, and which would form a junction with that vein at about 5 fms. deeper than our present cross-cut, the underlie of the old vein dipping fast to the south. The branch is composed of spar, in which patches of blende and a little lead ore are interspersed, and will most probably tend to enrich the old vein, when future operations necessitate the drainage of this property. The cross-cut progresses satisfactorily.

WEST TANKERVILLE.—Arthur Waters, Oct. 1: The south boundary shaft is down 7 fms. 2 ft. 6 in.; the lode in the present bottom is 4 ft. wide, worth 1½ ton per fathom. The 50, south of shaft, is worth 2 tons per fathom. The lode in the winze below the 46, south of shaft, is worth 2½ tons lead ore per fathom. The stope in bottom of the 46, under the old men's workings, is worth 2½ tons lead and 3 tons blende per fathom. This latter run of ore is the shale bunch, and is improving the deeper we go. Setting report next week.

WEST WHEAL GORLAND.—J. Mayne, Sept. 30: Good progress is being made in sinking Messer's shaft, the lode in which is worth 15l. per fathom for tin, and shows a more kindly appearance than we have ever seen. We shall, therefore, continue sinking another month, when we shall commence to drive east and west. In sinking in the bottom of the old workings, below the 30 fm. level, the lode is still as good as it has been, and worth fully 80l. per fathom. The lode in the stope in the back of this level (30) is worth 10l. per fathom. The 30 fm. level, driving west on the north lode, is producing a little tin with a very kindly appearance. The lode in the winze sinking in bottom of the 30 fm. level, on south lode, is worth 15l. per fathom. No other change worthy of remark. The machinery in the mine is in good order and working well.

WEST WHEAL TOLGUS.—Sept. 30: The lode in the 125 end west is larger than it was last week, and looking kindlier, yielding 7 tons of ore per fathom. The stopes in the back of the 125 are without alteration, yielding respectively 12 and 4 tons of ore per fathom. The lode in the 115 end west is 2½ ft. wide, yielding 2½ tons of ore per fathom. The lode in the winze below the 105 is improved a little, now yielding 2½ tons of ore per fathom. The lode in the 95 end west is just the same as last reported—a little ore, but not enough to value. The lode in the 85 end west continues unproductive. The stopes in the back of the 85 are the same as last reported. The lode in the 75 end west will yield 4 tons of ore per fathom; the lode is larger than it was, but the yield of ore about the same as the above, being 4 tons; this is a kindly end, and continues to let out plenty of water. Richards's shaftmen, we are glad to say, are fairly under way for sinking; the lode looks kindly with a little ore, but nothing to value. The stopes at this shaft are without alteration.

WHEAL CREBOR.—J. Andrews, Sept. 30: In the 120 east we continue to drive by the side of the lode. The lode in the stope in bottom of the 120 is 4 ft. wide, worth from 10l. to 12l. per fathom. The lode in the stope in back of the 120 is 7 ft. wide, worth 25l. per fathom. We have finished the stripping down the lode gone back behind a horse of killas in the 120 stope, and have put the men to stope in back of the 48. The lode in the 108 east still continues small and unproductive. The lode in the 72 east is 3 ft. wide, of a kindly appearance, but at present of no value. The lode in the 48 east has slightly fallen off in value during the past week, and will now yield 1 ton of ore per fathom for the 3 ft. we are carrying; but this falling off I regard as temporary, as the lode never had a better appearance than at present with the exception of not yielding quite so much ore.

WHEAL GRENVILLE.—E. Hosking, W. Bennetts, Sept. 26: The men are making fair progress in driving the 160 cross-cut north of new shaft. The stope above the 150, on South Condurrow lode, is worth 15l. per fathom. The stope below the 140 is worth 12l. per fathom. The No. 1 stope, above the 140, east of cross-cut, is worth 23l. per fathom. The No. 2 stope, above 140 east, is worth 15l. per fathom. The men are getting on fairly in the 130 cross-cut, north of new shaft. In the 130 cross-cut, north of north shaft, the ground continues hard, but we are pushing it on as fast as possible. The lode in the rise, above the 120, is worth 15l. per fathom. The winze below the 110, east of north shaft, is worth 15l. per fathom. The stope above the 120 fm. level, east of north shaft, is worth 10l. per fathom. The stope below the 110 east is worth 8l. per fathom.

WHEAL GRENVILLE.—E. Hosking, W. Bennetts, Oct. 1: The 160 cross-cut and the other points of operation are being pushed on with all speed, and are looking much the same as last reported.

WHEAL KITTY (St. Agnes).—S. Davey, J. Williams, Sept. 26: New Shaft—Pryor's Lode: We have no change to report in the shaft sinking below the 142, except the ground is a little more spare for sinking. In the 142, driving west of shaft, the lode is large, and producing low-quality tinstuff. In the 142 east, driving south of gossan, we have intersected several small branches, which indicates nearing the lode. In the 142, driving north on the caunter, the lode is worth for tin 7l. per fathom. The lode in the 130, driving west of shaft, is 4 ft. wide, and worth for tin 12l. per fathom. The lode in the 130, driving east of shaft, is producing good stones of tin. In the 118, driving west of shaft, the lode is 2½ ft. wide, and worth for tin 11l. per fathom. The lode in the 106, driving west of shaft, is worth for tin 10l. per fathom. The lode in the winze sinking below the 106 west is 3 ft. wide, and worth for tin 9l. per fathom. The lode in the 20 east is at present poor. In the north adit level, driving west of eastern boundary, the lode presents a favourable appearance.

WHEAL LUCY.—W. Harris, Oct. 1: The men are still sinking on Hitchins's

lode. The deeper they sink the better the lode appears to be, so it is quite evident they are on the top of a large bunch of tin. But, unfortunately, the water is fast gaining on them, which I fear will prevent them from developing (to all appearance) a bunch of tin.

WHEAL MARY HUTCHINGS.—H. Miners, Sept. 30: New South Lode: The lode in the drivage west of cross cut is not so large as what it has been, owing to a change in the ground, the killas being of a harder nature, but no doubt from its present appearance it will soon resume its former soft congenial character, and the lode will again prove as productive as ever; it is now about 1 ft. wide, producing splendid work for the stamps. The lode in the stopes in the back of this level is worth from 10l. to 12l. per fathom, and we have every reason to expect from its productiveness since it has been intersected that as we develope it will pay well for taking away.—Main Lode: This lode is still looking well, and the stuff broken therefrom is producing from 30 to 35 per cent. for arsenic, besides tin; the more I see of this lode the more I am convinced it will prove of great value in depth and open up a splendid remunerative mine. All the other points are still of a very promising character, and should things continue as they now are our next sale of tin will pay cost, and I hope the time is not far distant when we shall again resume paying dividends.

WHEAL RUBY.—Sept. 30: The appearance of the lode has further improved in the adit level driving west. A course of peach with a little iron has come in against the north wall, similar to that which led to the tin discovered some months past, and I am of opinion that the result will be the same here in driving a short distance further and toward the granite. I hope to be able to report a great improvement in a few days, as there is every reason to expect it.

WHEAL RUSSELL.—John Bray, Oct. 1: The lode in the 25 fm. level is 3 ft. wide, with stones of ore. The lode in the rise above the 25 is improved, worth 3 tons of ore, at 14l. per fathom. The lode in the rise above the 40 is also improved, worth 3 tons. The lode in the 40 is producing stones of ore, but not to value. The lode in the stopes throughout is looking very well. We sampled last Friday for one month 107 tons.

WHEAL UNY.—W. Rich, M. Rogers, Sept. 26: The 150 end, west of engine-shaft, is unproductive; we shall shortly begin to rise in the back of this level, towards incline-shaft. The 150, east of Goodinge's, has a promising appearance, although poor at present. The 140, east of King's, is worth 10l. per fathom. The 140, west of incline-shaft, is worth 12l. per fathom. We have begun to drive the 130 end west, where the lode looks likely to yield tin. The rise in the back of the 120 is worth 10l. per fathom. The 130 end, east of King's, is worth 10l. per fathom. The 120 east is worth 8l. per fathom. The 110 east is worth 6l. per fathom. The 40, west of incline, is improved, now worth 8l. per fathom. The ground is rather easier in Hind's engine-shaft. The engine has been repaired, and is now working satisfactorily.

NORTH DELABOLE SLATE QUARRY.—G. Rickard, Oct. 2: The progress of ridding section of quarry of overburden is going on favourably for the force employed; proportionate and effective work is being done to the point. We have recently had a very great rainfall, which has thrown large quantities of water into the quarry; the pumps, however, are keeping it under.

WHITEHAVEN IRON MINES.—T. Rosewarne, Sept. 30: I beg to hand you report of progress made during the past month, ending September 29:—Nab Gill Mine: The shaft on top of hill has been sunk 6 fms. to meet the rise in back of midway, by four men, at 6l. per fathom, and have also cleaned out the rise. The stope in back of midway drift has been worked by two men on day-work; the lode is very good. No. 1 drift has been driven 6 fms. 1 ft. 2 in., by two men, at 4l. and 1l. 10s. per fathom. The lode is a little improved. This drift is now well-nigh under the summit of the hill, and when this is reached I have no doubt we shall meet with a large body of ore. No. 1 stope in back is worked by three men and one boy, on day-work; the lode is fully 11 ft. wide, and will yield 60 tons of ore per fathom. No. 2 stope in back has been worked by two men 5 fms. 2 ft. 8 in., at 2l. 18s. per fathom; this stope has been holed to the drift above, and can be worked now at a faster and cheaper rate. No. 1 side vein has been driven on 5 fms. 5 ft. 8 in., by one man and one boy, at 3l. per fathom; the lode is still very good. Intermediate drift between No. 1 and No. 2 levels has been driven 4 fms. 2 ft. 7 in., by two men, at 2l. 10s. and 3l. 10s. per fathom. The lode is now split with a horse of granite, but will shortly wear out, and the lode become as productive as ever.—No. 2: The rise in the back of this drift has been put up 4 fms. 2 ft. 5 in. by four men, at 7l. per fathom, through a good lode or ore, yielding about 40 tons (to 12 ft. long, 6 ft. high, and 5 ft. wide) of the best quality ore. The side vein in this drift has been driven 7 fms. 3 ft., by four men, at 1l. 10s. and 3l. per fathom. It is small at present, and strongly impregnated with ore, and to all appearance we shall meet with a good lode. No. 3 drift has been driven 4 fms. 5 in. by four men, at 1l. per fathom. The lode is of a very promising character, and will soon be in under the ore in No. 1 and No. 2 drifts above. The side vein in this drift has been driven by two men, 2 fms. 1 ft. 7 in., at 9l. and 8l. per fathom. The lode is improving, and will now yield about 5 tons of ore per fathom. No. 4 drift has been driven 5 fms. 5 ft. 6 in., by six men, at 8l. per fathom. The lode has been split with granite, which is wearing out, and the lode will now yield 10 tons of ore per fathom. No. 5 drift has been driven, by six men, 8 fms. 10 in., at 6l. 10s. and 6l. per fathom. I see no change in the lode worthy of notice since my last.—Blea Tarn: No. 2 drift has been driven, by four men, 8 fms. 5 ft., at 3l. 10s. per fathom. The lode has been greatly disturbed by a cross-course, and I have, therefore, brought the men back and put the men to drive on a part of the lode which is running in a north-westerly direction, and is opening out better than the part we have driven on.—Ban Garth: No. 2 drift has been driven, by four men, 9 fms. 1 ft. 2 in., at 3l. per fathom, through a very promising lode. We have every reason to believe that we shall shortly meet with a large body of ore by the present appearance of lode. There have been carted to Drigg Station during the past month 199 tons 8 cwts. of ore. We have had employed during the past month 57 men and 6 boys.

RAVENGLASS AND ESKDALE RAILWAY.—Sept. 25: High level tip built up to level of underside of coping for remaining portion of the 95 ft. on left hand side. Bottom ballast laid, and rails lifted from 1 mile 50 chains to 1 mile 55 chains, and from 2 miles 13 chains to 2 miles 40 chains. Rails laid from 2 miles 46 chains to 2 miles 65 chains. Fencing continued. Bridge at 4 miles 74 chains road to "King of Prussia," both abutment walls up to level. Road formed from 7 miles 6 chains to 7 miles 8 chains. Men engaged on earthworks between 4 miles 71 and 72 chains, and between 7 miles and 7 miles 6 chains. The remainder of rails and sleepers will be on the ground within ten day or a fortnight, also the girders for Ravenglass Bridge, when the line may be at once laid up to the road to King of Prussia. The engine is expected to be at work on the line in a few days.

The letters of allotment in the North Prince Patrick Lead Mining Company (Limited) were sent on Tuesday.

*** With this week's Journal a SUPPLEMENTAL SHEET is given, which contains—Original Correspondence: Cleator Mines and Furnaces; North Wales Quarrymen's Strike; Diamond Rock Boring (M. G. Morgans); Great Western Coal Consumers' Company; Sulphur in Iceland, and Mining in Italy; Coal Mining in Italy—the Sasso Forte Collieries Company; Nascent Copper Process; Tecoma Silver Mining Company; Emma Mine; Mining Enterprise (R. Tredinnick); Appointment of Purser at West Seton; Laxey Mines and their Management (J. Polglase); Emmens' United Mines.—"Shooting Fast: or Malta and the Coal Trade" (T. W. Bunning)—Australian Mines Reports—The Baxter Engine *(illustrated)*—Foreign Mining and Metallurgy—Patent Matters, &c.—Meetings of the Antioquia (Frontino), Central Swedish Iron and Steel, Willoughby, Gawton Copper, Dolcoath, and Wheal Basset Companies.

The Mining Market: Prices of Metals, Ores, &c.

METAL MARKET—LONDON, OCT. 2, 1874.

COPPER.	£	s.	d.	£	s.	d.
Best selected...p. ton	92	0	0-		—	
Tough cake and tile.	90	0	0-		—	
Sheathing & sheets...	94	0	0-	96	0	0
Bolts	97	0	0-		—	
Bottoms	97	0	0-		—	
Old	85	0	0-		—	
Australian	90	0	0-	92	0	0
Wire .....per lb.	0	1	0-		—	
Tubes	0	1	1-	0	1	2

BRASS.	per lb.
Sheets	9d.–9½d.
Wire	9d.–9½d.
Tubes	11d.–12d.
Yellow metal sheathing ...	8d.–8½d.
Sheets	8d. —

SPELTER.	per ton.					
Foreign on the spot..	23	0	0-23	5	0	
„ to arrive ...	23	0	0-		—	

ZINC.						
In sheets	30	0	0-31	0	0	

QUICKSILVER (p. bot.)	23	0	0-		—	

TIN.						
English blocks ...	£ 96	0	0- 97	0	0	
Do., bars (in brls.)	97	0	0- 98	0	0	
Do., refined	98	0	0-		—	
Banca	97	0	0- 98	0	0	
Straits	90	0	0- 91	0	0	
Australian	89	0	0- 89	10	0	

TIN-PLATES.*	per box.					
IC Charcoal, 1st qua.†	£1	16	0-		—	
IX Do., 1st quality ...	2	0	0-		—	
IC Do., 2d quality ...	1	15	0-		—	
IX Do., 2d quality ...	2	1	0-		—	
IC Coke	1	7	0- 1	9	0	
IX Ditto	1	13	0- 1	15	0	
Canada plates, p. ton..	19	0	0-		—	
Ditto, at works.....	18	10	0-		—	

IRON.	per ton.	£	s.	d.	£	s.	d.
Bars Welsh, in London	9	5	0-		—		
Do., to arrive	9	0	0-	9	2	6	
Nail rods	10	15	0-11	10	0		
„ Staffd. in London..	11	0	0-		—		
Bars „ ditto ...	11	0	0-14	0	0		
Hoops „ ditto ...	12	0	0-13	0	0		
Bars „ at works ...	10	0	0-11	0	0		
Hoops „ ditto ...	11	0	0-14	0	0		
Sheets, single, & plates	13	0	0-15	0	0		
Pig No. 1, in Wales ...	5	0	0- 6	10	0		
Refined metal, ditto ...	7	0	0- 8	0	0		
Bars, common, ditto...	8	5	0- 8	10	0		
Do., merchant, f.o.b. in Tyne or Tees...	9	0	0-		—		
Do., railway, in Wales..	7	0	0- 7	10	0		
Do., Swed. in London.	16	0	0-17	0	0		
To arrive	17	5	0-17	10	0		
Pig, No. 1, in Clyde ...	4	15	0- 5	10	0		
Do., f.o.b. Tyne or Tees	4	11	0- 5	15	0		
Do., Nos. 3, 4, f.o.b., do.	4	10	0- 5	10	0		
Railway chairs	5	0	0- 5	5	0		
„ spikes 12	10	0-14	0	0			
Indian Charcoal Pigs, in London, p. ton ...10	0	0-12	0	0			

STEEL.	per ton.					
Swed., in kegs (rolled)	—	-	—			
Ditto (hammered).....19	10	0-20	0	0		
Ditto, in faggots.....	21	0	0-		—	
English, spring 23	0	0-25	0	0		

LEAD.	per ton.					
English Pig, com. 22	5	0-		—		
Ditto, L.B. 22	5	0-		—		
Ditto, W.B. 23	10	0-		—		
Ditto, sheet 23	15	0-24	0	0		
Ditto, red lead 24	0	0-		—		
Ditto, white 30	0	0-32	0	0		
Ditto, patent shot 26	5	0-		—		
Spanish 22	0	0-		—		

* At the works, 1s. to 1s. 6d. per ton less. † Add 6s. for each X.

Terne-plates 2s. per box below tin-plates of similar brand.

REMARKS.—Another uneventful week has closed, and as week by week passes without any important change in the general aspect of business, the markets for the most part remain steady, and stocks are, as a rule, not in excess, and not increasing, but in some instances are decreasing, and meanwhile consumption is going on, although not to the extent which would be the case were the conditions of trade to be other than they are. What those conditions are, the national revenue returns up to the end of September sufficiently indicate. For the last six months it has been becoming gradually apparent that the tide of national prosperity, as shown by the continually increasing vigour with which commercial enterprises were pushed forward, was on the wane, and the metal trade was one of the first to experience the effect of the change, but the returns now before the public speak in language quite unmistakeable, and which it is impossible to explain away, showing for the quarter just ended a deficiency of not more than a million and a quarter sterling in the receipts, as compared with the corresponding quarter of last year. The depression in trade resulting in so considerable a falling off in revenue must have been great and wide spread, and the question for present consideration is, has the lowest ebb been reached, and may a return to former activity be looked for; and if so, will this new phase be entered upon suddenly; or, as the fall has been gradual, with the rise in like manner be also gradual? The generally good harvest both at home and abroad ought to do much to check any further downward tendency; and the sound position of the metal trade renders it improbable that very much lower prices will, with perhaps one or two exceptions, rule. Had it not been for the general sound position of the market, the protracted period of depression through which we have passed would have long ago ushered in a far more serious drop in prices than has been experienced, and it is questionable even with regard to the iron market, which just now is more sensitive than any other in consequence of the labour difficulty connected with it and the coal trade, whether prices may not now stiffen, and the market continue firm. That any immediate and sudden return to prosperity is to be expected is hardly likely. Judging from past experience, the effect of the causes now operating to bring about a resuscitation will be very gradual, and it is questionable whether the downward tendency of the revenue returns is yet altogether averted. Perhaps this may still continue till the turn of the year; but, long before, the excise, stamps, and customs returns bear testimony to a revival in the general prosperity of the country; the improved condition of the metal trade may prove the harbinger of brighter days.

COPPER.—The improvement noticed last week in this metal has been fully maintained since, and the statistical position of the copper market is an evidence that the firmness which has of late characterised the market has been based upon a sound foundation, the stock in copper at Liverpool and Swansea being estimated on the 30th ult. at 15,500 tons of fine copper, as against 17,100 tons a fortnight earlier, and compares favourably with the returns on Sept. 30 for the three previous years. In 1871 the stock on Sept. 30 was 17,400 tons; in 1872, 21,000 tons; and in 1873, 20,600 tons. A speculative demand still continues to strengthen the market, and there is every prospect that higher prices may have to be paid. Chili bars have advanced to 82l., and tough is now quoted 90l., and best selected 92l. Manufactured has also advanced, 4 by 4 sheets being quoted up to 94l. and 95l.; sheathing and bolts 97l. Yellow metal 4 by 4 sheets is not to be obtained now under 8d. per lb. The general business in copper does not follow up the rise in price. The orders for India are rather scarce, and for home consumption likewise limited. Confidence in the future of this metal is becoming more generally established, and no apprehension is expressed of any serious reaction, it being considered that stocks having been materially reduced, and supplies not being likely to be in excess, are indications of the probable future steadiness of the market.

IRON.—The market, without having undergone any decided change, continues to be fairly supported. Probably greater activity would be observable were it not that orders are held back in consequence of the possible changes which the reduction in the price of Lord Dudley's coals may bring, as well as the turn which events might take after the quarterly meetings. In the North of England iron for foundry purposes has not been quite so firm as it was some weeks ago; but the rise in value was then occasioned by the strike in the Cleveland district, where this class of iron is largely produced. Now that the cause for the increase in value is removed, and forge iron is readily procurable, the quotation for the same assimilates more nearly to other descriptions of iron. The cash price of pig-iron is higher than for forward delivery. The demand for pigs for the Scotch market, which declined somewhat during the last week, has improved again, and should the higher prices which have been noted in Glasgow during the last few days continue, it is not unlikely that the demand for North of England pigs may yet show further improvement. The rail mills are not so fully employed as could be desired; on the other hand, makers of merchant bars and iron for ship-building purposes have a fair amount of work on hand, but this is rather in the completion of outstanding contracts than the result of any large amount of fresh orders lately booked. The Birmingham manufacturers are awaiting the result of the various conferences and arrangements which are now being held with reference to the future of both coal and iron, which may possibly affect the price of manufactured goods. Shipments of iron from the various centres of manufacture throughout the country are going forward to the northern ports, which may probably increase until the season closes.

The Scotch warrant market has been firm throughout the week, and the fluctuations have tended towards rather higher prices. A good business has been done up to 89s., and to-day the market closes at 88s. buyers, 88s. 3d. sellers:—

SHIPMENTS.	
Week ending Sept. 27, 1873	Tons 12,073
Week ending Sept. 26, 1874	11,359
Increase	714
Total decrease since Dec. 28, 1873	146,354

While the shipments show no decided falling off, the imports of Middlesborough pig-iron into Grangemouth show a total increase for 1874 as against the previous year up to Sept. 30 of 40,249 tons.

LEAD.—This metal continues to occupy a very good position, and prices tend upwards. Sellers are unable, very generally, to accept further orders because of their inability to promise delivery within a definite time. Spanish has followed the same course as English, and cannot now be procured under 22l. For manufactured, a fair enquiry exists for home consumption—sellers are now demanding 23l. 15s. to 24l. for sheets. For building purposes sheet lead is in active demand, thus affording considerable support to the market.

SPELTER.—The firmness which has characterised the market has increased during the past week, and prices show a slight advance upon previous quotations. Silesian is not now obtainable under 23l. to 23l. 5s. The stock in London on the 1st inst. is reported to be 359 tons. English hard spelter remains at 15l., the demand being limited.

QUICKSILVER.—This metal continues unchanged in value, 23l. per bottle being the quotation, at which price a fair business is concluded.

TIN.—The market for tin has been easy throughout the week, and still continues in a rather doubtful position. Lower prices having been accepted for arrival, the market is weak, and buyers are unwilling to operate to any great extent, notwithstanding that the deliveries for last month from stock in London were unusually large, amounting to 765 tons. Straits tin now rules at 91l. on the spot, and for arrival lower prices have been taken.

TIN-PLATES.—Common coke are offered at 27s.

TIN—(Messrs. Ebeling and Havelaar, Rotterdam, Sept. 30).—With the exception of a few days of activity tin has been very quiet during the past month. However there has been no pressure to sell, and prices show but a slight decline at the close. The Dutch Trading Company's fifth sale in 1874, announced on Sept. 9, took place yesterday, when the 22,353 slabs Banca were sold at from 56 fl. to 57½ fl., average 56·80 fl. The next sale will probably be held towards the end of November. Transactions in Banca have been few, owing to the limited supply offering. The price gradually advanced from 57 fl. to 58½ fl., from which there was a decline to 57 fl. Contracts for delivery, *ex* September sale, changed hands from 56½ fl. to 57¾ fl., the price since giving way to 56½ fl. Since the sale there are sellers at 56¾ fl., but no buyers. Billiton continues slow of sale. The price after being driven up to 55½ fl. again receded to 54 fl., which is our closing quotation. In parcels to arrive business is reported at 55 fl. to 55½ fl. On Monday, Oct. 12, a public sale comprising 9000 peculs Billiton will take place at Batavia. The following statement shows the position of Banca tin in Holland on Sept. 30, from the official returns published by the Dutch Trading Company:—

		1874.		1873.		1872.
Import in September	Slabs	7,076	.....	28,136	.....	30,344
Total nine months		120,365	.....	170,623	.....	94,282
Deliveries in September		4,976	.....	7,800	.....	7,471
Total nine months		99,530	.....	95,319	.....	72,867
Stock second-hand		28,053	.....	44,351	.....	14,000
Unsold stock		127,402	.....	131,918	.....	73,817
Total stock		155,455	.....	176,269	.....	87,817
Afloat	Peculs	2,200	.....	3,165	.....	13,400
Statement of Billiton:—						
Import in September	Slabs	17,300	.....	13,700	.....	15,172
Total nine months		70,456	.....	59,900	.....	56,074
Deliveries in September		11,425	.....	1,800	.....	11,697
Total nine months		63,345	.....	47,050	.....	44,460
Stock		32,331	.....	27,703	.....	15,270
Afloat	Peculs	4,000	.....	4,125	.....	8,327
Quotation Banca		56½fl.	.....	75 fl.	.....	94 fl.
Sept. 30 Billiton		54	.....	74	.....	90½

These combined returns of Banca and Billiton for 1874, compared with those for 1873, exhibit—A decrease of the import for September of 546 tons; a decrease of the import for the nine months of 1241 tons; an increase of the deliveries for September of 213 tons; an increase of the deliveries for the nine months of 641 tons; a decrease of the stock second-hand of 365 tons; a decrease of the unsold stock of 141 tons; a decrease of the total stock of 506 tons; a decline of the quotation of Banca of 30*l.* 10*s.* per ton. The Government Returns for the month of June are as follows:—

EXPORT OF TIN FROM HOLLAND.

	June.			Six months.		
	1874.	1873.	1872.	1874.	1873.	1872.
Germany.....Tons	312	296	319	1727	1681	1417
England	74	118	9	217	1066	88
Belgium	168	100	126	770	572	574
France	50	112	24	170	325	62
Hamburg	47	25	35	218	171	170
United States	—	—	—	16	—	—
Other countries	22	26	49	127	118	156
Total	673	677	562	3245	3873	2465

COPPER.—Messrs. Pitcairn-Campbell and Co. (Liverpool, Sept. 30)—Business transacted during the fortnight comprises 4000 tons bars at 78*l.* 10*s.* to 82*l.* per ton; 40 tons ore here at 15*s.* 3*d.*; 1100 tons at 16*s.*, and 700 tons ore to arrive here at 15*s.* 6*d.* Also 1118 tons regulus, to arrive at 16*s.*; 200 tons regulus, at Swansea, at 16*s.* 6*d.*; and 2198 tons to arrive there at 15*s.* 9*d.* per unit. At the Swansea sale, on the 22nd inst., 2296 tons ore, average produce 13¼ per cent., realised 14*s.* 11*d.* per unit. Arrivals here during the fortnight of West Coast, S.A., produce:—Norseman, from Valparaiso, 50 tons bars; Roscote, from Valparaiso, 10 tons bars: Potosi, from Valparaiso, 810 tons bars. At Swansea—Nil. Stocks of copper (Chilian and Bolivian) in first and second hands, likely to be available, we estimate at—

	Ores.	Regulus.	Bars.	Ingots.	Barilla.
Liverpool	—	668	11,100	20	—
Swansea	2900	5843	865	—	—
Total	2900	6511	11,965	20	—

Representing about 15,500 tons of fine copper, against 17,100 tons on Sept. 15, 1874, 20,600 tons on Sept. 30, 1873; 21,000 tons on Sept. 30, 1872; and 17,400 tons on Sept. 30, 1871.

Messrs. Vivian, Bond, and Watson (Liverpool, Sept. 30).—The increase in values of almost all descriptions of copper during the past month amounts to about 4*l.* per ton; this has been brought about by an active demand and large deliveries (reducing stocks in Liverpool and Swansea to the extent of 2200 tons fine), assisted by large speculative purchases. The sales of bars have been very large, the principal portion being speculative, and at the close the nearest values are 81*l.* cash g.o.b.s., and 82*l.* and upwards for special and most favourite brands. In furnace material the smelters have taken all the available ores and regulus offering at fair prices both spot and to arrive; and speculators are also reported to have secured some 2000 tons regulus, the last prices paid being 16*s.* 6*d.* for regulus and 16*s.* per unit for good ores.

Messrs. Henry Rogers, Sons, and Co.—The metal market continues to improve, and some prices are again higher.—IRON: There is an advance of about 3*s.* in Scotch pigs; Middlesborough remain about the same. Manufactured iron is in steady demand at last quotations. It is supposed that the reduction of ironworkers' wages in Staffordshire, shortly to come in force, will not exceed 1*s.* 6*d.* per ton, and as some of the leading makers have resolved not to alter their prices, a reduction in finished iron, if made, will not be a general one.—COPPER: On the charters being announced last week, Chili bars improved 20*s.* per ton; the market is now firm at the advanced price, but has hardly been so active during the last two or three days. English raw copper is also dearer, but manufactured kinds have hardly yet followed the upward movement in the same proportion.—TIN: A sale of 22,000 slabs Banca was held in Holland on the 29th ult., the average realised was 56·6 fl., equal to about 98*l.* here. The price of English has since slightly hardened; foreign remains the same.—SPELTER: Is again firmer, and higher prices have been paid for forward delivery.—LEAD continues firm.

THE IRON TRADE—(Griffiths's Weekly Report).—Friday Evening, Oct. 2: The Glasgow market for Scotch pigs opened to-day (Friday) at 88*s.* 3*d.*, receded to 87*s.* 6*d.*, closing buyers thereat, which is a gain of 1*s.* 6*d.* per ton good on the week; makers' high-class No. 1 is 2*s.* better. We quote makers' No. 1 iron as follows:—Gartsherrie, 117*s.* 6*d.*; Coltness, 117*s.* 6*d.*; Calder, 115*s.*; Langloan, 115*s.*; Summerlee, 110*s.*; Monkland, 97*s.* f.o.b. Glasgow; Glengarnock, 105*s.*; Eglinton, 94*s.* f.o.b. Androssan; Shotts, 112*s.* 6*d.* f.o.b. Leith; Kennel, 96*s.* f.o.b. Bo'ness. The ironmasters' quarter-day takes place at Birmingham next Thursday in the Town Hall. The tin-plate makers' Quarter-day was held at Newport, in Monmouthshire, last Wednesday, Mr. Woodruffe in the chair. The meeting was cheerful; the trade was reported in an improving condition, but no advance in prices was declared. We are glad to hear that this important meeting will be held at the Queen's Hotel, Birmingham, next Quarter-day. The near approach of Quarter-day has prevented the completion of large contracts for iron, which are naturally deferred until Thursday at Birmingham. We have, therefore, nothing of importance to mention in connection with our own market, except that buyers of every class and kind of iron are pressing for the execution of their orders; and the ironmasters in the country generally are constantly receiving telegrams from merchants and their own London agents to push on deliveries. This is in some measure owing to the scanty period of time now left for effecting shipments of iron to the northern ports this season. The country markets—Barrow, Middlesborough, Manchester, and Liverpool—are quiet. There is, however, more business doing in Scotland, and the Glasgow market, both for warrants and high-class makers. No. 1 has gained 2*s.* during the week, the stocks on the Clyde of No. 1 iron being very nearly exhausted. The Birmingham Exchange yesterday was well attended, numerous influential ironmasters being in the Exchange. Enquiries for most kinds of iron were numerous. The trade in hoops, sheet-iron, nail-rods, and nail-sheets was good; the demand for wire-rods, both in the Forest and Shropshire, has considerably improved. The Warrington makers continue busy in wire-rods. The death of Mr. Sampson Lloyd was an event universally regretted, and the deepest sympathy was expressed towards the family of this most estimable man. The death of Mr. Peter Harris, an old-established metal broker, was heard with regret. His long connection with the district having rendered his face familiar to all at the Birmingham Exchange. Mr. Harris leaves many old friends in iron circles. The question most earnestly discussed on Thursday here was the tariff rule prices, to be fixed next Thursday in Birmingham. We stated in our report of September 12, that there would be no change in the price of iron next Quarter-day. We see no reason to alter the opinion then expressed. Some modification may take place in some kinds of pig-iron; we believe manufactured iron will remain the same price for next quarter as it is now—12*l.* per ton for bars, and 12*l.* 12*s.* 6*d.* for the Earl of Dudley's. No doubt an unwarrantable statement made by a paper unacquainted with the iron trade, got abroad, and as the Earl of Dudley's name was used, without his knowledge or sanction, some people believed the statement, but as this is now flatly contradicted, and the prospects of the trade do not warrant a reduction in price, none will take place at Quarter-day. It is expected that the meeting will be well attended, and a large business done in both pigs and finished iron. The Bromley Iron Company, a new firm of enterprising young ironmasters, have leased, and are about to blow in, four blast-furnaces at Corbyn's Hall. These being the works carried on formerly by the late Mr. Gibbons, and called the New Corbyn's Hall Furnaces. We believe the works were highly remunerative to the late wealthy proprietor. Pig-iron of all kinds, particularly the top brands, are held firmly by the makers, and, as the manufacturers are low in stock, a fair business is expected to be done at the Birmingham Quarter-day.

CHEMICALS AND MINERALS—(Messrs. J. Berger Spence and Co., Manchester, Sept. 26).—Chemicals: The approaching close of the shipping season has imparted to our market a somewhat better tone. The exports have been many and not unimportant; the supply to meet them has, however, been chiefly, if not solely, drawn from existing contracts, so that they but slightly, if at all, influenced the actual exchange. The week has, however, claims of its own to special notice, without needing the aid of a transitory emergency. The signs of near improvement have been a shade more decided; quotations have been firmly upheld, and in some articles raised. We must, nevertheless, add that the demand alone, although better than last reported, would have been insufficient to bring about this movement; the tone of the market has in a great measure been determined by the number of enquiries for contracts for next year; and, although none of any magnitude are reported to have been closed, still simultaneous enquiries from different quarters are legitimate, and even sufficient reason for anticipating orders.

the more so as this preliminary of the consumers must surely and effectually frustrate all hope of a fall. Yellow prussiate has been in better demand, and an advance of 1d. per pound has been noted. Nitrate of soda has likewise reached a higher figure for immediate delivery, an additional advance being asked for forward orders. Now that the upward movement has really begun a further advance is not at all unlikely, although we doubt whether the price will soon regain its old level. There has been more enquiry for benzole. The stocks laid in at late rates have considerably lessened the supply, and higher quotations have latterly been acceded to by buyers. Bleaching powder continues steady, at late prices. Sulphate of ammonia has been in even shorter supply than before; the price, however, remains unchanged, as the demand has been but slight. Saltpetre has been quiet, and prices rather easier.—Minerals: The coal market has been fairly active. The week compares, however, unfavourably with the preceding one, owing, no doubt, to the sudden withdrawal of speculators. The reassuring aspect of the South Durham dispute has reduced the demand to urgent requirements. This restriction has been felt even in house coal, though far less than in other kinds. The manufacturing coal trade has been almost at a standstill. Prices are lower, and show a drooping tendency. Copper ores have fully maintained their rates, and business continues steady. At the last sampling at Swansea 2296 tons realised 22,690*l.*, and 1319 tons, mostly Union and Cape ores, are entered for next sale. In lead ore a fair business has been done at late rates. Iron ore has shown no signs of improvement. The transactions reported are few and insignificant, at even somewhat easer rates than last.

Messrs. Pixley and Abell—Gold: The only arrivals during the week have been 86,860*l.* from the West Indies, and 24,000*l.* from China. The coin out of these shipments has been taken for transmission to Paris, and the bars, 51,000*l.* in value, have been sent into the Bank. On Oct. 5 about 684,000*l.* may be expected from Australia and Japan. The coin, valued at 160,000*l.*, will doubtless be exported to France, and the Bank will receive the bars, there being at present no demand for them.—Silver: The market continues depressed, and the price at 57⅜d. per ounce exhibits no change. The arrivals during the week have been about 76,000*l.* from New York, and 35,200*l.* from the West Indies. The demand has been chiefly for Russia, but the Peninsular and Oriental steamer takes 6000*l.* to Bombay.

The settlement of the fortnightly account took place in the Mining Share Market this week, and was comparatively of small amount. For tin shares there has been rather more enquiry this week, but very little business has been transacted, and for these, as well as for shares generally, our quotations are for the most part nominal.

The Banca sale went off very well, and the tin realised something like 98*l.* per ton, delivered in London—about equal to the previous sale in July. At the Copper Ticketing, on Thursday, the standard for copper ores advanced 3*l.* 12s. per ton.

Dolcoath, 46 to 48; at the meeting, on Monday, the accounts showed a profit of 2172*l.* on the quarter, and a dividend of 2148*l.*, or 10 per cent., was declared, leaving 260*l.* in hand. The engine-shaft is now down 7½ fathoms under the 314, and the south part of the lode is worth 50*l.* per fathom for 12 ft. long. The entire lode is worth 150*l.* per fathom. Great Laxey, 11½ to 12; the accounts just issued to the shareholders preparatory to the meeting show a cash balance at the bankers of 1068*l.* 4s. 5d.; ores on hand valued at 10,228*l.* 7s.; land at Laxey, &c., 500*l.*: total assets, 11,978*l.* 9s. 11d., against liabilities—to merchants, 3549*l.* 13s. 4d.; royalty, 1932*l.* 12s. 3d.; charges on ores, freights, &c., 961*l.* 1s. 8d.; office expenses, 92*l.* 1s.; directors' travelling expenses, 24*l.* 14s. 10d.; leaving 5276*l.* 0s. 10d., to which is added as an asset "Amount of ores estimated by agents to be contained in toppings that are to be redressed"—lead, 220 tons at 19*l.*, 4186*l.*; blende, 2200 tons at 2*l.*, 4400*l.*, making estimated assets, 13,856*l.* 0s. 10d. The general account of income and expenditure from July 6 to Aug. 7 shows—Lead sales, 21,571*l.* 2s.; and blende, 9467*l.* 15s. 10d.: total, less credited last account, 23,612*l.* 1s. 10d.; stock on hand, 10,228*l.* 7s. The expenditure has been—Labour costs, 19,763*l.* 1s. 7d.; merchants' bills, 5010*l.* 15s. 11d.; royalty, 2986*l.* 16s. 1d.; dividend paid in April, 4500*l.*; and other charges, making up an expenditure of 14,926*l.* 14s. 9d. The report, which is a very long one, shows that 662 persons are employed at the mines—miners, &c., underground, 338; on the surface, 324. The deepest level is the 235 fm. level, which is poor. At Dumbell's, the 155 is a rich level, worth 100*l.* per fathom in a rise. Van, 22 to 24; the directors have declared a dividend for the quarter of 10s. per share—7500*l.* Van Consols, 2⅛ to 2⅜; East Van, ⅜ to ½.

Wheal Jane, 2 to 2¼; at the meeting the accounts showed a profit on three months' working of 434*l.* 12s. 11d., and a balance of 685*l.* 16s. 7d. was carried to the credit of next account. This was taking credit for tin *in stock*, 53 tons—2780*l.* The agent's report states that he is opening out more tin ground than he is taking away, and all that is wanted is a better price for tin. At Wheal Owles meeting the costs were 3150*l.* for the quarter, and the debit balance nearly 12,000*l.*, against which there is in stock 200 tons of tin. Wheal Basset, 20 to 22½; at the meeting, on Tuesday, the accounts showed a profit of 101*l.* on three months' working, and a debit balance of 4635*l.*, but no call was made. The copper ores sold realised 532*l.*; tin, 64½ tons, 3533*l.* The report states that in the tribute department there are pitches working on copper from 4s. to 15s. in 1*l.*, and on tin from 9s. to 13s. 4d. in 1*l.* South Crofty, 10 to 11; the lode in Price's shaft still improves, and is reported worth 25*l.* per fathom. Wheal Grenville, 4¼ to 4⅜; the cross-cut in the 160 north is being pushed forward with all possible dispatch. The stope above the 150, on South Condurrow lode, is worth 15*l.* per fm. Various points in operation are worth 113*l.* per fathom in the aggregate. New Rosewarne, ¼ to ⅜; the 58 west continues worth 12*l.* per fathom for copper. Bog, 5s. to 10s.; Carn Brea, 55 to 57½; Cook's Kitchen, 10 to 11; East Basset, 3 to 4; East Caradon, 1 to 1¼; East Lovell, 11 to 12; East Pool, 8½ to 9.

East Darren paid a dividend of 1*l.* per share on Wednesday, making 224*l.* 10s. paid on each 32*l.* share; Devon Great Consols, 17s. 6d. to 22s. 6d. At Wheal Emma, the 145 east, 130 east, and the 115 east, on Northway's lode, are looking well, being worth 40*l.* and 60*l.* per fathom for copper ore, with every prospect of a continuance. Hingston Down, 1 to 1¼; Ladywell, 2⅞ to 3; Marke Valley, 20s. to 22s. 6d.; Parys Mountain, 7s. to 9s.; Pennerley, 1⅜ to 1⅝; Penstruthal, 10s. to 12s. 6d.; Providence Mines, 4 to 5; Roman Gravels, 14 to 14½; South Carn Brea, 1⅜ to 2¼; South Caradon, 95 to 100; South Condurrow, 3 to 3½; South Frances, 10 to 12; South Roman Gravels, 12s. 6d. to 17s. 6d.; South Tolcarne, 5s. to 10s.; Tincroft, 30 to 31; West Basset, 8½ to 8¾; West Chiverton, 1⅜ to 2¼; West Esgair Lle. 2 to 2¼; West Frances, 9½ to 10½; West Seton, 20 to 22½; West Tolgus, 70 to 72½; Wheal Crebor, 20s. to 22s. 6d.; Wheal Kitty (St. Agnes), 5½ to 6½; Wheal Peevor, 2 to 2½; Wheal Uny, 1¼ to 1½; Tankerville, 7¼ to 7⅞; the report states that the lode in the 152, 140, and 92 fm. levels, west of Watson's shaft, are worth 5 tons of lead ore per fm. each; the winze below the 130 west 5 tons. The next sampling will be 100 tons of lead ore for the month.

Almada and Tirito, ½ to ⅝; Birdseye Creek, 2¼ to 2½; Cedar Creek, 1¼ to 1½; Chontales, ½ to ⅝; Don Pedro North del Rey, ⅝ to ⅞ dis.; Eberhardt and Aurora, 5 to 5¼; Emma, 1¼ to 1½; Flagstaff, 2½ to 3⅛; Frontino and Bolivia, 5s. to 7s.; Last Chance, ⅝ to ¾; Malpaso, ⅝ to ¾; New Quebrada, 3¼ to 3½; Richmond Consolidated, 6½ to 6⅝; St. John del Rey, 240 to 250; South Aurora, ⅝ to ¾; Sweetland Creek, 2⅝ to 2¾; Tecoma, ⅜ to ½.

The Market for Mine Shares on the Stock Exchange during the week has continued to manifest an improving tendency, and the fortnightly settlement, which was satisfactorily concluded on Wednesday, showed that the extent of business transacted during the period embraced in the accounts had been upon a much larger scale than for many months past. The strengthening condition of the metal market induces investment purchases, especially at the low level of prices which now obtains for nearly all classes of home descriptions.

American mines have been fairly supported, and in some instances a sensible advance has been established. In the case of Flagstaff the "account" developed the fact that considerable re-purchases are being made by influential parties, who had sold at much higher prices, in addition to which the encouraging manner in which the mine continues to open out, and the satisfactory announcement expected to be made at the forthcoming meeting (adjourned till Friday next) have stimulated purchases both for investment and speculation. The mine, it is stated on realiable authority, has during the past few months "developed" resources unequalled by anything hitherto discovered, ensuring a long career of remunerative prosperity.

Richmond Consolidated, 6⅝ to 6¾. Cablegram received:—"$43,000 six days. Richmond ore only." Some misapprehension appears to exist as to the bearing on the interests of the company when Richmond ore only is put into the furnaces. The explanation is that for some time past parcels of very rich ore, the produce of small veins in the neighbourhood were purchased and smelted with the Richmond ore, but as the price asked of late for these outside ores has been raised it is not now considered desirable to purchase them, and it is ascertained that quite as much, if not more, profit results from smelting only the produce of the company's own mine, though the weekly returns do not give so high a gross return in bullion. The mine, moreover, is yielding so largely that the existing furnaces are inadequate to deal with the daily output, and some weeks since the ore on the dumps amounted to 3000 tons. At the same date about 80,000 bushels of fine charcoal had been accumulated. The stratum of irony ore which ran horizontally about 100 feet, is found to have about 40 ft. thick of good ore overlying it, and 60 ft. width alongside of it. It seems probable that the new finds may turn out to be great feelers, or limbs, shot up from the giant lode below, and that all may merge in depth into one vast body. The *Eureka Sentinel* of Sept. 9 reports that "the grading party is now within 10 miles of the proposed winter terminus—Chimney Station; the iron has not yet arrived, but is expected daily, having already been shipped from the East. Ties are arriving from Truckee, and are being laid at a lively rate." The remainder of the route to Eureka is being laid out for early completion in the spring. Professor Whitehill, State mineralogist, is making an official inspection of the mines on Ruby Hill; it will be advisable to look out for his report to the Government on the Richmond. The value of the bullion smelted this season amounts to $82,600. Eberhardt and Aurora shares have declined to 5⅛, 5⅜; the latest private dispatches state that everything is going on well. New Pacific, ⅜ to ½; the mine is presenting an improved appearance, on the whole. The agent is raising some ore of a very good quality.

Emma shares have remained without material change, and leave off 1½ to 1⅝; so long back as Aug. 15 we referred to the fact that difficulties were likely to arise as the result of the proceedings that had been commenced by the directors against the vendor, and last week stated that the mine had been seized on account of a claim of the Illinois Tunnel Company. But, although it is stated the manager informed the board of the fact on Sept. 17, the first official announcement was made only on Monday by the statement "That there is no truth in the report that Mr. Park has seized the mine—all that has taken place is that he has commenced legal proceedings to enforce an alleged claim; and has, as part of such proceedings, issued an attachment against the mine, the validity of which will be decided in the proper legal courts." Last Chance, ¾ to 1¼. Tecoma, ⅝ to ¾; a meeting of shareholders has been convened to consider the position of the company. The affairs have become complicated and embarrassed by the presentation of two petitions to wind-up the company. The board were unanimous in their recommendation that the shareholders should subscribe sufficient capital to meet the pressing liabilities. Utah, ¼ to ½; there is nothing from the mine this week. The annual meeting is due on Oct. 7.

The shares of the Hydraulic Mines have not presented much animation, although there has been a fair business, especially in Sweetland Creek, which close 2⅝ to 2¾ ex div. The distribution of the dividend has taken place this week. The news from the mine remains the same. Blue Tent, 5 to 5¼; the importance of the work now in progress under the superintendence of Col. Tozer appears by private advices to be fully endorsed by Mr. Courtenay, the chairman, who has been on the ground since Aug. 17. The first section to Diamond Creek must be nearly completed, and there will at once be quite a demand for water, as extensive beds of auriferous gravel exist there which the owners have never been able to work for want of water. From this point to Blue Tent on the line of the proposed ditch there are other extensive deposits of auriferous gravel every few miles, and doubtless the whole of the water of the ditch now building might be sold to good advantage, sufficient to make the ditch enterprise a success within itself, not taking into consideration the large body of gravel owned by the company at Blue Tent, where ultimately all of the water will be used to much greater profit. It is fortunate to have intermediate points along the line of the ditch where water can be sold in increasing quantities as the work approaches the point where the company's deposits of auriferous gravel, consisting of over 400 acres in a solid body, and of an average depth of from 400 to 500 ft., is located. This, without the facilities for sales of water, which are known to exist along the line from Diamond Creek to Blue Tent, appear to fully justify the company's proposed ditch outlay, which it is understood will not exceed 18,000*l.* or 20,000*l.* The section to Diamond Creek, now nearly completed, covers about half of the cost of the whole work, and embraces all the heavy and costly fluming. The balance of the work, it is understood, will be prosecuted to completion the coming spring and summer; meantime, with present appliances, much better results may be expected for the coming water season than has been realised by the past. The washings in the South Yuba claim have just reached the channel, or blue lead, from which large returns may henceforth be expected; and it is not likely that the Enterprise claim, which has during this year yielded gross something like $50,000, will yield less the coming season, as it has got through the usual drawbacks of incipient working. Some idea can be formed of the confidence of Californian capitalists in ditch and gravel enterprises when it is known that with their proverbial high rates of interest they are not loth to invest millions of dollars in such undertakings. Instance the North Bloomfield Company, whose gravel beds lie about four miles north of Blue Tent on the same channel, who have expended over $1,700,000 in running a tunnel, and building a ditch to utilise their property, and on every divide between rivers throughout California where gravel deposits exist water rights are being secured, and canals constructed at great cost. Cedar Creek, 1¼ to 1½; there is no fresh news from Col. Ludlum this week. All work has been shut down for the season, except washing on Yankee claim.

Birdseye Creek, 2⅜ to 2⅝; a letter from the agent appears in another column. Mr. Powers says that from present appearances he anticipated being at solid bank in Neece and West claim by the end of September. This would give him a splendid face of auriferous gravel on which to commence washing with the new water season. Malpaso, ⅝ to ¾; Rica, ⅜ to ½; Malabar, ½ to ¾; the latest advices appear in another column. Tolima, 3 to 3½; the estimated value of the July consignment of ore amounts to $11,372, obtained at a cost of $8649, thus showing a gross profit of $2903, representing a sterling value of 483*l.*

Colorado Terrible, 3½ to 3¾; that attention will speedily be directed to these shares there can be no question, as the mine has hitherto done well with a vein of a few inches in width, and now that the same has opened out into a course of ore over 2 ft., solid galena, as given in our report in another column, the output of first-class ore will be trebled; in fact, should the lode as now met with in the 6th level continue the same its value is nearly 800*l.* per fathom. Should it continue for one stope only it will prove a boon to the shareholders. The returns for August are much in excess of previous months, the lode having been more productive of first-class ore in consequence of its increased solidity.

Almada and Torito, ½ to ⅝; the profit for August amounted to 1181*l.*, for the corresponding month of last year the profit was 1576*l.*; the profit for July was 726*l.*

Cape Copper, 26 to 28 (ex div.); New Quebrada, 3 to 3¼. Rio Tinto, ½ dis. to par; good progress is reported with railway and pier, on which 3963 hands are employed, and at the date of the last advices 400 tons precipitate and 250 tons pyrites were being loaded.

United Mexican, 2½ to 3; in the new concern a communication between the mine of San Miguel, and the workings in San Antonio has been effected, and work has been resumed on the ore in San Antonio. The extraction in four days was 76 cargas, and in the lowest workings 11 cargas, of 6 marcs (33 ounces per ton), were thrown down.

Sierra Buttes, 2 to 2½; Plumas Eureka, 1½ to 2. Independence, 2¼ to 2⅜; the advices from the mine report that the stamps fully employed, and the 4th level still in good pay gold quartz. A telegram with the result of September clean-up is expected during next week.

Port Phillip, 9-16ths to 11-16ths; the quantity of quartz crushed for the four weeks ending July 15 was 5140 tons; pyrites treated, 30 tons: total gold obtained, 882 ozs. 18 dwts., or an average per ton of 3 dwts. 10½ grs. Receipts, 3481*l.* 7s. 3d.; payments, 3347*l.* 3s. 6d. profit, 134*l.* 3s. 9d., which, added to last month's balance of 128*l.* 13s. 7d., made an available balance of 262*l.* 17s. 4d., which was carried forward to next month's account.

Scottish Australian, 1½ to 1¾; the sales of coal for the month of July amounted to 10,281 tons. A completed return for June has been received, showing that the sales for that month amounted to 16,356 tons, instead of 14,769 tons as previously reported.

Van, 20 to 25; there is no alteration reported from the mine. On Thursday the directors declared a quarterly interim dividend of 10s. share, payable on the 21st. inst. Van Consols, 2¼ to 2½; a meeting of this company was held yesterday at the Inns of Court Hotel, when the proposition of the directors to form a supplemental company to work the eastern ground, as well as the Van Consols proper, in a more vigorous manner was agreed to by a numerously attended and most influential body of shareholders. Bog, ⅛ to ¼; the directors have received a circular respecting the reorganisation of the company. They propose to form a new concern with a capital of 37,500*l.*, divided into 15,000 shares of 2*l.* 10s. each. The shares to be issued to persons at present on the register as with 20s. paid on them, thus leaving a liability of 30s. per share, which is considered sufficient to pay off all the indebtedness, and leave a sum enough to carry on the recommendations made by Capt. A. Waters, in the report published by us about a fortnight ago. There does not appear to be any reason why the shareholders should not ultimately get back the whole of their money—that is if they come forward now and take up the new scheme. We are assured that the directors will not attempt to carry out the reconstruction unless the shareholders give them substantial encouragement. The mine is looked on most favourably in the district, and from all accounts is well worthy of the prompt support of the shareholders. Pennerley, 1⅜ to 1½; a fnll report appears in another column. The mine coutinues much as of late. The intersection of the junction of the Big Ore Warm Water lode is an encouraging feature. West Esgair Lle, 2½ to 2⅝; from a report which appears in another column, it would seem as though this company were on the point of making a good discovery, the end of the cross-cut having every indication of being near the ore-bearing part of the lode. In the level above there is a good course of ore gone down in the bottom.

Devon Consols, 1 to 1¼; since the publication of the four-monthly report an improvement has taken place in the 145 fathom level east, on the new south lode, which is 5 ft. wide, and a good course of ore, worth 8 tons or 40*l.* per fathom. In the 130 east the cross-cut has reached the north wall of the lode, proving it to be altogether 20 ft. wide—a fine lode of ore, worth 65*l.* per fathom. The driving of this level (the 130) has been resumed east of the cross-cut, on the south portion of the lode, and the width carried (5 ft.) is a good course of ore, worth fully 7 tons or 35*l.* per fathom. Penstruthal, ½ to ⅝; the first sale of tin ore yesterday realised 58*l.* per ton. Mine opening out satisfactorily.

Subjoined are the closing quotations:—

Bog, ⅛ to ⅜; Carn Brea, 56 to 58; Cook's Kitchen, 9½ to 10; Devon Great Consols, 1 to 1¼; Dolcoath, 46 to 48 ex div.; East Caradon, 1 to 1¼; East Lovell, 11 to 12; East Van, ¾ to ⅞; Great Laxey, 11 to 12; Hingston Down, 1 to 1¼; Marke Valley, ¾ to 1; Pennerley, 1⅜ to 1⅝; Perkins Beach, 1-16 to 3-16; Parys Mountain, 7s. to 9s.; Penstruthal, 10s. to 12s. 6d.; Roman Gravels, 13¾ to 14¼; South Condurrow, 3 to 3¼; Tincroft, 30 to 31; Tankerville, 7 to 7⅛; Van, 20 to 25; Van Consols, 2⅛ to 2⅜; West Basset, 8 to 8⅛; West Chiverton, 1¾ to 2¼; West Tankerville, ⅝ to ⅞; Wheal Grenville, 4¼ to 4½; Almada and Tirito, ½ to ¾; Birdseye Creek, 2⅜ to 2⅝; Cedar Creek, 1¼ to 1½; Cape Copper, 26 to 28 ex div.; Colorado Terrible, 3¼ to 3½; Chontales, ½ to ¾; Don Pedro, ⅝ to ⅜ dis.; Eberhardt and Aurora, 5⅛ to 5⅜; Emma, 1¼ to 1½; Flagstaff, 2⅞ to 3⅛; Frontino and Bolivia, 8s. to 10s.; Independence, 2¼ to 2⅜; Last Chance, ¾ to 1; Malpaso, ⅝ to ¾; Malabar, ⅝ to ¾; New Pacific, 7s. 6d. to 10s.; New Quebrada, 3 to 3¼; Port Phillip, 9-16 to 11-16; Rio Tinto, ½ dis. to par; Rica, ⅜ to ½; Richmond Consolidated, 6⅝ to 6¾; Sweetland Creek, 2⅝ to 2¾; St. John del Rey, 240 to 250; Sierra Buttes 1¼ to 1½; Utah, ¼ to ⅜; United Mexican, 2½ to 3; South Aurora, ½ to ⅝; Blue Tent, 5 to 5¼; Holcombe Valley, 1 to 1⅛; West Esgair Lle, 2⅛ to 2¾.

Collieries and Ironworks.—The following shares, with a few others, have been most in request:—Thorp's Gawber Hall, Bilson and Crump, Whitehaven Iron, Cardiff and Swansea, Clee Hill, Chapel House, Pelsall Coal, New Sharlstone, Welsh Freehold, Ebbw Vale, and Chillington Iron. The Stock Exchange Committee have appointed to-day a special settling day in the First Mortgage Debenture Bonds of the Dynevor, Dyffryn, and Neath Abbey United Collieries Company (Limited); the bonds carry 8 per cent., and are in amounts of 100*l.* each. Bilson and Crump, 10¾ to 11¼; United Bituminous, 10s. to 12s. 6d. Advices just received from the Lehigh and Wilkes Barre Coal Company state that the men are now working full time, and the shipments are, in consequence, at the rate of about 14,500 tons daily; the interest and principal is guaranteed by the Central Railway Company of New Jersey. The directors of the Bettws Llantwit Colliery announce that the guaranteed dividend will be paid on the 1st inst., at the Alliance Bank. Welsh Freehold, 3 to 3½; Clee Hill, 8s. to 10s. The Llangennech Collieries Company (Limited) give notice that the half-year's interest on their debentures will be paid, as usual, at the London and County Bank, Lombard street, on and after Oct. 1. Ebbw Vale, 5½, 4⅝ dis.; Lehigh and Wilkes, 90 to 91; Rhymney Iron, 38 to 40; West Cumberland, 6¼, 5⅛ dis. There is to be no dividend given to the shareholders of the People's Coal and Colliery Company (Limited), but the directors have entered into an arrangement, by which they will have the option of buying coal at about 3s. per ton below the ordinary price of dealers. Whitehaven Iron continues to be enquired for; the price is now 5*l.* to 6*l.* Cardiff and Swansea, 3½ to 3¾; Chapel House, 4 to 4½; Thorpe's Gawber Hall, 15½ so 16½. Central Swedish Iron, 4 to 6; at the meeting on Wednesday the report was adopted There was no dividend, owing to loss upon the stock of raw materials, purchased in the early part of the year at unprecedented high prices, the great decline in the price of manufactured iron, and other drawbacks, the net profit is less than 3000*l.* The blast-furnaces, too, from which great things are anticipated, have only been in operation for six months out of the period embraced by the accounts. These, with the Bessemer Steelworks, however, have given highly satisfactory results, both as regards quality, economy of working and yield. Prof. Forbes, in his report, estimated the production of the two new furnaces at 5599 tons per annum, whereas the average of the actual produce from the commencement of working up to the last account has been at the rate of 7250 tons per annum. The directors propose to raise the sum of 25,000*l.* in loans or debentures, to provide working capital until the Frotuna estate is sold. The accounts are treated very concisely and clearly, and an exhaustive report, by Messrs. Fletcher and Co. accompanies the balance-sheet. Ibstock Colliery, 9½ to 10. Nant y-Glo have declined 1*l.*, and close 48 to 50. Pelsall Coal, 12 to 14; New Sharlstone, 8½ to 9½. Bilson and Crump Meadow shares have advanced to 1, 1¼ premium. West Mostyn 12 per cent. preference are without change at ⅛ to ¾ prem. Newport Abercarn firmer at ½ discount. The first coal from the colliery was delivered at Newport on Saturday last.

At Redruth Ticketing, on Thursday, 1760 tons of copper ore were sold, realising 9036*l.* 2s. The particulars of the sale were—Average standard, 105*l.* 3s.; average produce, 7¼; average price per ton, 5*l.* 3s.; quantity of fine copper, 131 tons 19 cwts. The following are the particulars of the sales:—

Date.	Tons.	Standard.	Produce.	Per ton.	Per unit.	Ore copper.
Sept. 2..	782	£104 6 0	7¼	£4 17 6	13s. 2d.	£85 19 0
,, 17..	3532	105 0 0	6⅞	4 9 6	13 0½	65 2 0
Oct. 1..	1760	105 3 0	7¼	5 3 0	13 8	68 9 0

Compared with the last sale, the advance has been in the standard 3*l.* 12s., and in the price per ton of ore about 5s. 6d. During the quarter ending Sept. 30 the sales amounted to 12,220 tons, of the average produce of 7¼ = 882 tons 2 cwts. of fine copper, which realised 57,488*l.* 8s. = 4*l.* 14s. per ton of ore. The average standard was 103*l.* 5s.

The directors of the Somerset and Dorset Railway Company are inviting subscriptions at par for 110,000*l.* Five per Cent. Debenture Stock, secured upon the Extension to the Midland Railway at Bath, and the interest, which ranks next immediately after the interest (namely, 6000*l.* a-year) on the 120,000*l.* of Extension Debenture Stock already issued, is payable out of the gross receipts of that extension. The line was opened for public traffic on July 20, and a through service of trains has been established between the system of the Midland Railway and Bournemouth, Weymouth, and the whole of the South and West of England. Special advantages are secured to the extension capital by the terms of the Act of Parliament under which the original line is charged, not only with the payment of its own working expenses, but also with the working expenses of the extension line, and (together with the extension line) with an annual charge of 17,000*l.* The gross receipts of the extension line are, therefore, available (subject to the above) for payment, in priority to all other interest or dividend, of the interest at 5 per cent. on the extension debenture stocks of 120,000*l.* above-named, and 110,000*l.* now offered for subscription, amounting together to 11,500*l.* per annum, or 8*l.* 10s. per mile per week of gross receipts, while the actual average gross receipts already amount to 17*l.* per mile per week, although the traffic is naturally in so short a time quite undeveloped. The estimated traffic amounts to 48,382*l.* per annum, or upwards of 36*l.* per mile per week, and there is every reason for believing that it will exceed that sum. The prospectus will be found in another column.

Management of Public Companies.—Messrs. Harvey, Jordan, and Company have established themselves in Moorgate-street, for the purpose of carrying on the various descriptions of office business connected with the management of mines, such as the inspection and reporting on mines and mineral properties, the general management of mines, including periodical inspection of the mines. Mr. C. J. Harvey has had a mining experience of over 30 years; 12 years of which were passed in the important position of mining manager of the Clunes and Port Phillip Companies. Mr. C. Jordan has had a valuable experience of 17 years in the well-known firm of Messrs. J. Taylor and Sons, of Queen-street-place.

Notices to Correspondents.

*** Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be *filed* on receipt; it then forms an accumulating useful work of reference.

PETHERICK.—Mr. J. H. Petherick, of Pachuca, Mexico, who is understood to be in England, is requested to send his address to the *Mining Journal* Office for a correspondent.

PURCHASE-HIRE OF RAILWAY WAGONS.—Will any correspondent of the Journal kindly forward me, or state where I can obtain, a blank form of the contract which has to be signed when railway wagons are had upon the condition that after hire has been paid for a certain number of years they become the property of the hirer? Could a couple of hundred of colliery trucks be obtained on the same terms?—H. E.

WEST CHIVERTON.—We could not insert the letter from "Shareholder" without the writer's name being appended. Such personal reflections cannot justifiably be published anonymously; while it has not been shown that Mr. Granville Sharp has not acted as he has in the best interests of the shareholders. Prejudice more than reason seems greatly to have influenced "Shareholder" in writing his long epistle.

COAL MINING IN ITALY—SASSO FORTE COLLIERIES COMPANY.—The letter from Mr. W. J. Jacob (Rocca Tederighi) shall appear in next week's Journal.

NORTH WHEAL BASSET.—In March, 1873, I received a note from the Chairman, stating that the affairs of this company had been taken out of the Stannary Court at the expense of one of the committee; and in a note I saw in the Journal this gentleman stated that the debts amounted to little over 150*l*., and he hoped that the works would now proceed with vigour. May I respectfully ask if anything and what is going on?—W. G.

SIR,—Can any of your readers inform me if the Wye Valley Mine, now being brought before the public, is the same as the Wye Mine, Llanidloes?—ONE INTERESTED.

MICA.—In the Journal of Sept. 19 there is an article on Mica, which treats principally of mica in plates. I shall be glad if any of your readers can inform me whether mica in the massive state is of any value, and, if so, for what purpose it is used?—B.

Received,—"A Reader" (Rochdale): The details were forwarded by a correspondent. We are always glad to receive such information—"L. U .R." (St. Louis)—"B. S." (Hexham)—"C. E. P."—"Reader" (Wigan)—"Florence"—"A Shareholder" (Lovell) had better write to the office for the information he requires—"Mentor"—"Miner" (Redruth) should send his reply to the journal in which the communication referred to appeared—"Diamond Drill:" Next week.

THE SUPPLEMENTARY SHEET.—We have received occasional complaints, and of late a good many, that the Journal is delivered by country booksellers without the Supplement. Subscribers would oblige us by demanding that the paper should be handed to them complete, as every Journal is accompanied by the Supplement when it leaves our office, and the fault of omission must rest with the country bookseller or their London agent.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, OCTOBER 3, 1874.

THE CONSUMPTION OF COAL.

Once at least every year we are treated to a learned dissertation on the probable exhaustion of our coal fields, at times by writers of eminence, who appear to have mastered almost every subject that can interest the scientific, the practical, or the general reader. This year has been no exception to the rule. Sure to command attention, the coal question is a favourite one with many able and philosophical minds, and their conclusions would be different to what they generally are were they to take more notice of facts, and go less into the region of speculation. Many of the writers who have handled the subject, and aired their own peculiar views with respect to the future of our coal supply, consider that consumption will go on *pari passu* with the increase in our population. To some extent, this view was held by the Select Committee on Coal in their report to the House of Commons last year, in which it is stated that "The present consumption of coal for domestic use is generally estimated at 1 ton per head for the whole population, and may be assumed to absorb one-third of the entire production. It is probable this rate per head will continue pretty constant, because more economical methods of using coal in dwellings may yet be introduced, yet the increasing wealth of the nation will cause coal to be more liberally used for domestic purposes. The future increase of consumption under this head may, therefore, be expected to coincide with the increase of population." So far as the year has gone this has turned out incorrect, and this is more particularly the case with respect to the metropolis, for we find that the total quantity of coal which was sent there for the eight months ending August last by rail, sea, and canal was 4,694,196 tons, against 5,012,373 tons for the corresponding period of 1873, showing a decrease of 318,177 tons, notwithstanding the large increase that must have taken place in the population. This will give considerably less than 1 ton per annum for the whole of the population for domestic purposes, for it must be recollected that a great deal of the coal sent to London is used for manufacturing purposes as well as for marine and locomotive engines, whilst nearly one-fifth of the entire tonnage is absorbed by the gas companies, for the quantity that went to them in 1873 was no less than 1,430,937 tons. Taking the population of the metropolitan districts (estimated in 1872 at 3,977,569) at 4,050,000 in 1873, it is evident that the actual consumption for household purposes in London is very much less than that estimated by the Commissioners in their report, so that in all probability ½ ton per head of the entire population is much nearer the mark. So much for the report of the Royal Commission.

One of the most recent of our alarmists with respect to the exhaustion of our coal fields is Mr. W. R. GREG, who, in a paper published in the "Contemporary Review," under the title of "Rocks Ahead, or the Warnings of Cassandra," indulges in some very bold assertions with regard to the probable decadence of England, owing to the working out of her supplies of coal. He states that "It is obvious, unless some great check should come to our prosperity, and to our increasing population and manufacturing productiveness, our annual consumption of coal will go on augmenting, and will soon reach, not 120,000,000 tons yearly, but twice, thrice, or four times that amount." That such an extraordinary change is soon to take place appears to be preposterous, for, as we have shown above, the increase in the consumption of coal does not go hand in hand with the increase of population, whilst there are many reasons why consumption should not go on at the rate it has done of late years. It is admitted, for instance, that there is nearly as much fuel wasted in some of our manufacturing processes as is really utilised, and that we have not up to the present time made much headway in the adoption of means by which no portion of our coal should be lost. But such, we believe, will not always be the case, for despite the warnings of Mr. GREG science will not stand still to allow of the fulfilment of his prophecies. So far from that, we find even at the present time efforts are being made by engineers and others to utilise every particle of coal used in the smelting of iron and for manufacturing purposes, so that there is not the slightest reason why there should not be a decreased consumption in those directions, or that we should have our chimnies, large and small, comparatively free from smoke, and our mining and manufacturing centres far more healthy and pleasant than they now are. This is what has long been looked forward to, and will no doubt ultimately be accomplished. Of late years there has been a great saving effected in the North of England in the smelting of ironstone, for the leading iron-masters, according to Mr. I. LOWTHIAN BELL—one of the greatest authorities we have on the subject—have reduced the consumption of coal to make 1 ton of pig-iron from 70 cwts. down to from 41 to 45 cwts., showing a saving of something like 40 per cent. The same gentleman, in his evidence before the Select Committee of the House of Commons last year, said that he considered it was quite possible to economise between two millions and three millions of tons of coal annually in the make of pig-iron alone. Again, it is far from likely that gas will forever continue to be made from coal, seeing that there are various other means by which a much greater illuminating power can be obtained. With every respect, then, for Mr. GREG, we cannot admit the soundness of his views as to the probable exhaustion of our coal fields, and the consequent loss of our position as the manufacturing centre of the world. Indeed, it appears to us premature to speak of our coal fields as to what they are capable of producing, seeing that their extent and boundary is as yet unknown, for we find that new discoveries are constantly being made. We, therefore, do not think we need trouble ourselves with respect to the time when our collieries will be closed, or believe that the consumption will increase to such an extent as some people imagine, for we have shown that there are various ways in which it will be greatly economised, a process, in fact, which is going on at the present time.

The position taken by Mr. GREG has been assailed, and successfully, we think, in the "Contemporary Review" for September, by Mr. ARTHUR ARNOLD, in a paper entitled "Free Sailing," and who ridicules the idea of our coal being worked out in a given time, or that the rate of consumption can be defined by arithmetical progression. Mr. GREG quotes a sentence from Sir W. ARMSTRONG, and it is requoted by Mr. ARNOLD; and it is undoubtedly to the disadvantage of the former, whilst it supports our own views with respect to our future consumption of coal. Sir W. ARMSTRONG'S words are—"Speaking generally of coal consumption in all its branches, there can be little doubt that, without carrying economy to its extreme limits, all the effects we now realise from coal could be attained with half the quantity we use." This shows that a great deal has yet to be done before the true value of coal is extracted from it, and how much is left to be achieved by men of science in the present and the future, and how little we have to fear the exhaustion of our stores of fuel for long ages to come. Speaking of the coal famine, however, Mr. ARNOLD makes what we cannot but consider a glaring mistake, for in alluding to it he says that one of the results "was the opening in North Derbyshire alone of pits which are now beginning to turn out a supply of 60,000 tons per week, not an atom of which was available before the coal famine." Speaking with a full knowledge from frequent visits of the progress of coal mining in Derbyshire during the last ten years, we have no hesitation in saying that the statement is incorrect, for the quantity named would be equal to an increase on the entire production of the whole of Derbyshire of 60 per cent. over the output of 1872. But we agree with Mr. ARNOLD that in all probability 1200 years will not find us without coal, and we really cannot see what is to be gained by these constant speculations of writers with respect to our beds of coal. Stimulate and promote economy in every possible way, we say, so as to prolong our stores of fuel for future generations, and for the benefit of the present one; but these constant warnings and alarms will have no effect upon our colliery owners, who will go on raising as much coal as they can find markets for, whilst they will be ineffectual in delaying the opening out of the many new pits now in course of sinking in nearly all our mining districts.

MWYNDY IRON ORE COMPANY.

This company having acquired one of the most improved machines of the Diamond Rock Boring Company re-commenced boring on their Trecastle property on 12th August last. They reached the bed of iron ore at the depth of 113 feet, and passed through ore 13 feet in thickness, next 16 feet of iron-coloured limestone, and then a second bed of iron ore 5 feet thick, and the boring was stopped on 19th September at the depth of 149 feet.

This hole is the fifth sunk by the Mwyndy Company on their Trecastle property by the diamond borer, and by these operations they have proved at a small cost the existence of a valuable bed of ore.

The borer has now been removed to a spot 200 fathoms east of the above hole, and they are already some distance down.

The directors expect when the ore in the hole has been bored through they will then have no difficulty, by the aid of the sections of the various holes, in fixing on the most advantageous place for sinking the shaft, which will at once be vigorously proceeded with.

INDUSTRIAL CO-OPERATION.

This is a phrase easily written, but it is one susceptible of many meanings, and one which will convey different ideas to different minds. We only propose now, however, to refer to that idea which has brought about co-operative engine works, co-operative mines, and not a few other enterprises of a cognate nature. Many a learned chapter, from the days of ADAM SMITH downward, has been written on the relations of capital and labour to each other. Divers have been the theories elaborated on the subject, but no political economist has ever yet held that the one can exist without the other. Any system which does not award to each its just rights is faulty; and some—as, for instance, communism—are simply tyrannical and dishonest. All the difficulties of legisiation in these days of freedom which have been, and which remain to be, encountered arise from attempts on the one side or the other to make labour the slave of capital, or *vice versa*. Half the wars in the world from the very beginning have been attempts to obtain by the conqueror the labour of the conquered; and the old maxim *væ victis* meant as much as anything slave labour. Co-operation, on the other hand, means the investment of labour with capital. Thoughtful working men have discovered that capital has the same right to be protected as labour, and that it is only by their union that satisfactory results can be obtained for all. Out of their cogitations came the idea of co-operation. At first it was tried only in the matter of shop-keeping, and the idea was that of an unlimited partnership. It did not succeed, except in a few cases, where the constituents were numerous and the district prosperous. At length the principle began to assume a more definite form—to be tabulated, as it were. And it took this form, that the consumers, being able to produce the custom without which no trade can exist, should furnish their own supplies. This principle has proved wonderfully successful in divers retail undertakings, particularly in Halifax, Rochdale, Oldham, and other densely populated towns in Lancashire. The men who originated—or those who latterly have been at the helm—are persons to whom it would be no exaggeration to attribute great financial genius, so ingenious and so satisfactory are the arrangements in which the profits are divided between consumers and capitalists.

It is obvious, however, that when capital, generally in small amounts, came to be applied to productive works—to manufactures and productions of various kinds which must compete with what may be called single handed capital—difficulties must arise. The mainspring of co-operation is the principle of making the workmen employers as well as employed, and so giving them an ever-increasing and direct pecuniary and personal interest in the work done. This is effected by each worker leaving a definite proportion of his earnings to become share capital, and although he may increase his stake by bringing in any former savings he might have accumulated, no one is allowed to lessen his capital. One of these concerns, of which there are now a good many in the North of England, is the Ouseburn Engineworks Company, Newcastle-on-Tyne. It arose three years ago out of a strike, but at the annual meeting last week the Chairman, Dr. RUTHERFORD, said that its object was to solve the great problem of how to join capital and labour and prevent strikes. He complained of unfair competition on the part of other manufacturers, and of "a deliberate and systematic attempt to shut them out of the market for material," in consequence of which they had for a long time great difficulty in procuring coal and iron to supply their wants. It appears, too, that they had been hindered by a strike amongst themselves, and a revolt of their boiler makers had produced a loss of profits to divide which the Chairman estimated at 5000*l*. or 6000*l*. In spite of all these difficulties he congratulated the shareholders—that is, the workmen—on having made their mark in the engineering world, and pointed with pride to the success of the engines they had put into the screw steamers Vandertaelen and the Ly-ee-moon, both of which had made most successful trial trips, the latter on the Thames, and combined a smoothness of working with a minimum consumption of fuel, quite unusual. The report was adopted with unanimity, but this brotherhood of labour appears to possess no immunity against aggrieved shareholders, and there was a considerable squabble over the election of a new director. The difficulty, however, was surmounted without going to a poll, the Chairman was re-elected, and the proceedings terminated with a vote of confidence in that gentleman.

CHAPEL HOUSE COLLIERY.

From reliable information which has reached us, we are able to give our readers some satisfactory particulars of this company's working since its commencement, at the end of last year, to the end of August last. The output, notwithstanding the numerous strikes and other causes for intermission of work in the district, was 63,614 tons during that period. The demand for the company's coal, which is wanted almost exclusively for shipping purposes, has been such that a further 10,000 tons and upwards were purchased to supply the requirements of the customers, the company acting as merchant, and of course, deriving profits on the transaction. Apart from the merchant's profit thus earned, the evidence given by the large requisitions for the coal is especially satisfactory, as proving that a ready market will be found for the increased raisings which the company will be enabled to make ere long.

The plant belonging to the colliery is of a very complete and efficient nature. When the delivery of the new wagons lately ordered is completed the company's plant, for carriage and shipping, will consist of 200 railway wagons, 26 flats or lighters, and 3 schooners. With such means at command no difficulty can be experienced in delivering coal to customers in much larger quantities than can now be raised; but new pits are being sunk to the lower seams, and when these reach the coal the output (and with it the profits) will be much larger than at present.

That the colliery is being energetically managed may be readily seen from the remarks we have already made; and that the management is as economical and substantially satisfactory as it is energetic will appear from the following figures:—The cost of raising during the period already referred to has averaged 3*s*. 5½*d*. per ton for labour, and a further 2*s*. 3½*d*. (making a total of 5*s*. 9*d*. per ton) has covered other charges, such as stores, timber, railway freights, and delivery at Liverpool. The average selling price throughout the same period has been 13*s*. 3*d*. per ton, leaving a very large, and, to the shareholders, a very pleasant margin for dividends.

Now, seeing that these figures are not mere estimates, but are the results shown by actually accomplished facts, the Chapel House Colliery deserves to be considered as a most carefully and successfully managed property. And the effect of this careful management of what we believe to be a most valuable colliery is that quarterly dividends at the rate of 15 per cent. per annum are being paid regularly, and we understand a good balance of profit is carried forward each quarter. The next quarterly dividend is now nearly due.

ECONOMISING STEAM—THE BAXTER ENGINE.—In the Supplement to this day's Journal will be found an illustrated description of the Baxter Steam Engine, which for some time past has been attracting considerable attention in the United States; it appears that the engine consumes only about half the fuel required by ordinary engines; that with it one man can perform the labour of three or four, and that it occupies very little space as compared with the engines, boilers, and furnaces generally used. The engine and boiler are always ready for use, and from the testimonials of efficiency received by the manufacturer—Mr. W. D. RUSSELL, of Park Place, New York—it appears to be giving very general satisfaction. The parts of the Baxter engine being interchangeable, the breakage or failure of any piece need cause but little inconvenience. The workmanship is excellent, so that durability will have to be added to the other advantages of the motor, and it is considered that when the engine becomes more generally known it will be more largely adopted than any other.

COAL AND IRON IN THE UNITED STATES.—The replacement of the wooden spans of the Philadelphia, Wilmington, and Baltimore Railroad bridges over the Susquehanna river, at Havre de Grace, with iron is progressing rapidly. Each span weighs about 200 tons, and is composed entirely of wrought-iron. A new branch of industry has recently been established at Camden, New Jersey—that of manufacturing galvanised iron. This business is carried on by the Reynolds Iron Roofing Company. The anthracite coal movement of Pennsylvania to September 5 this year amounted to 12,151,129 tons, against 13,474,820 tons in the corresponding period of 1873, showing a decrease of 1,323,691 tons. The bituminous coal movement of Pennsylvania to September 5 this year amounted to 2,240,315 tons, against 2,047,277 tons in 1873. It appears that the United States produced last year 2,290,658 tons pig-iron, exclusive of charcoal pig; 721,77[illegible] tons of iron rails, 980,000 tons of rolled iron of other kinds, 128,26[illegible] tons of Bessemer steel rails, and 40,000 tons of cast-steel.

MANUFACTURE OF IRON IN INDIA.—With a view to adopt some definite line of action in regard to the manufacture of iron in India the Government some time ago called for detailed information on the subject from the various provincial Governments. The result is a resolution embodying an account of the latest discoveries in connection with iron deposits and the mineral resources in their proximity whereby they may be utilised. Both the coal and iron in the Raneegunge field contain phosphorus, which exercises an unfavourable action in the manufacture of good iron, and there is the further difficulty of procuring materials for promoting fusion. Mr. Hughes, of the Geological Survey, however, thinks that the limestone known as *kunkur*, which abounds in the neighbourhood of the iron ores, may be found useful as a flux. Another means suggested for surmounting this difficulty is the application of Mr. Siemens' process of making malleable iron direct from the ore, which avoids in a great measure the necessity of a flux. It is proposed that specimens of iron ore from different parts of the Raneegunge field be sent to England to be subjected to this process, and the Government of India are prepared to forward thither at the public expense consignments of the ore for that purpose. Offers from those interested are invited, it being understood that the consignments are not to exceed 100 tons in weight. Kumaon is altogether condemned as an iron-working district; on the other hand, the prospects of the manufacture in the Central Provinces have been improved by the discovery of coal at Lohara, where iron deposits are found, and iron ores close to the coal field of Warrora. The chief commissioner is to be asked to report upon the facilities for establishing a Government iron manufactory in the neighbourhood of Lohar. In South-west Behar, at Palamow, there is a field open, which private enterprise might advantageously occupy. Of all the specimens of iron ore analysed that from Palamow has been found the purest. There is also a coal deposit close there, and if the field turns out to be promising, and private enterprise will avail itself of it, Government offers to improve the communication between Palamow and the head of the Soane canal.

COMMERCIAL PROGRESS OF NEW ZEALAND.—New Zealand is beginning to show a sure sign of growing importance by forming a "manifest destiny" theory. Mr. Vogel, the Premier, has lately laid on the table of the House of Representatives a remarkable scheme for extending the influence of New Zealand over the whole of Polynesia. It is his belief that New Zealand must sooner or later—and the sooner the better—make herself the centre of a Polynesian dominion, having the same relation as Canada to the Mother Country. At present, Mr. Vogel says, the colonists cannot regard without alarm the disorders that prevail in some of the islands, and the prospect that some foreign power may obtain a footing in their own neighbourhood. It has been proposed as a means to the great end that a trading company shall be formed in England, with a view of obtaining by its commercial power a large share of political control in the islands. Mr. Vogel approves of this scheme, but carries it further by suggesting that the New Zealand Government shall have an important share in the management of the company. The company is to be, in fact, a Government scheme, New Zealand guaranteeing 5 per cent. for 40 years on the share capital of 1,000,000*l*., and appointing a managing director and secretary. The company is to have power to carry on the business of merchants and shipowners, planters, producers, manufacturers, brokers, agents, insurers, bankers

and money lenders, in the islands of the Pacific, New Zealand, and Great Britain, and also elsewhere, with the permission of the Government of New Zealand! In return for Government aid the company is to give facilities and reasonable pecuniary aid to missionaries, to abstain from employing forced labour, to establish regular steam communication between the islands and New Zealand, to set up in New Zealand at least one cotton factory, at least one woollen factory, and at least one sugar refinery; to forward all produce to New Zealand; and to ship from the same place all goods sent by the company to the islands, at the same time paying a royalty on all goods shipped to Polynesia which are not the produce of New Zealand. Such are the main outlines of a scheme which, whatever its defects, is certainly not wanting in comprehensiveness and vigour of conception. It is added that the Home Government has already been made acquainted with the project. Its answer, however, had not come to hand at the time of the dispatch of the last mail.

DRAINING COLLIERIES IN GERMANY.—Mr. Henry Davey (of the firm of Hathorn, Davis, Campbell, and Davey, Sun Foundry, Leeds) has just returned from Germany with commissions to carry out some extensive pumping schemes for collieries in Westphalia. These undertaking embody some very important improvements, effected by Mr. Davey, over the old methods of dealing with water. A brief outline of one of the schemes will doubtless interest our readers. The quantity of water to be dealt with is very great, and the depth of the pit is 1200 ft. At a point in the mine 900 ft. from the surface, two 300-horse power compound differential engines and pumps are to be fixed, capable of lifting the water to the surface, and also of supplying power to two hydraulic pumping-engines placed at the bottom of the mine, and employed in lifting the water to the main engines. The main engines are thus 300 ft. from the bottom of the pit, so that the wholè of the workings below that level may be flooded without their being lost. The scheme thus embraces two most important points. The old cumbersome and expensive system of pitwork is dispensed with by placing the main engines and pumps underground, and carrying down steam to them; and the safety of the engines from flooding is secured by placing them 300 ft. above the bottom, and employing hydraulic engines to lift the water to that level. The hydraulic engines will work equally well under water, and are under control from the main engine-room.

HINGSTON DOWN MINING COMPANY.—As a contrast to the proceedings of many of the mines in Cornwall and elsewhere, we feel a pleasure in referring our readers to a paragraph in another column, with respect to the conduct of the affairs of this mine. It appears that at a meeting of the board of directors, held a few days since, it was determined to make a call of 900*l.*, not only to meet present wants, but also to avoid the necessity of discounting ore bills for the future, and to place the mine in a sound financial position. When accounts are now being furnished to shareholders by many mining companies showing their indebtedness to merchants and bankers, to the tune of thousands of pounds, and in more than one instance of paying dividends notwithstanding, it is a satisfaction to refer to the actions of the gentlemen comprising the board of directors of this company, and their evident desire to place the property of their co-shareholders in such a position as to ensure for them a genuine and *bona fide* security. We are officially informed that every known debt of the mine (including merchants' bills) is paid to the 8th of last month (September), and, exclusive of the current costs, not a single liability is in existence. This is mining as it should be, and were pursers and committees in Cornwall to follow the example here set them a far better feeling would exist in the minds of those who are rendering, and are still willing to render, that assistance the county now so much stands in need of.

REPORT FROM SCOTLAND.

Sept. 30.—The Warrant Market has been very firm during the past week at higher prices. On Wednesday as low as 84s. was accepted, but a steady improvement took place, and the closing price on Friday was 86s. 6d. On Monday a good business was done betwixt 87s. 3d. and 87s. 9d., closing at the best. Yesterday the market opened firmly, and business was done from 87s. 9d. to 89s., closing with sellers at the higher price. To-day the tone has again been firm, with business from 88s. 3d. to 89s. 3d., closing at 89s. The demand for shipping iron continues good, and at present the supply is scarcely equal to the requirements of the dealers. The undernoted prices again show a decided advance on the week:—

	No. 1.	No. 3.
G.m.b. at Glasgow (deliverable alongside)	93s. 0d	82s. 6d.
Gartsherrie ditto ditto	117 6	87 0
Coltness ditto ditto	117 6	87 0
Summerlee ditto ditto	110 0	86 0
Carnbroe ditto ditto	100 0	86 0
Monkland ditto ditto	96 0	85 0
Clyde ditto ditto	96 0	85 0
Govan, at Broomielaw ditto	95 0	85 0
Langloan, at Port Dundas ditto	115 0	87 6
Calder ditto ditto	115 0	87 6
Glengarnock, at Ardrossan ditto	105 0	86 6
Eglinton ditto ditto	94 0	82 6
Dalmellington ditto ditto	94 0	82 6
Carron, at Grangemouth, selected, ditto	110 0	—
Shotts, at Leith ditto	112 6	87 6
Kinneil, at Boness ditto	95 0	80 0
Bar iron	£10 0	—
Nail rods	10 0	—

SHIPMENTS.

Week ending Sept. 27, 1873	Tons 12,073
Week ending Sept. 26, 1874	11,359
Decrease	714
Total decrease since Dec. 25, 1873	146,354
Imports of Middlesborough pig-iron into Grangemouth:—	
For the week ending Sept. 27, 1873	Tons 3,450
For the week ending Sept. 26, 1874	3,310
Decrease	140
Total increase for 1874	40,249

As we intimated some time ago that a lively demand would inevitably bring about a higher range of prices, we are now experiencing that higher range for warrants as well as for makers' iron, and the bareness of stocks which this temporary demand has made apparent has added a stimulus of its own to the market. But it is to be observed that the number of furnaces at work has been augmented to 113, and this number is likely to be added to till they reach a total of 130 or thereby, so that the make may be made to more nearly approach the demand, and limit the range of prices to such a sum as would prevent iron from becoming unsaleable. The stock in store scarcely exceeds 18,000 tons, and with shipments at 12,000 tons weekly—a portion of which continues to be drawn from store—surprises must be frequent and unavoidable.

The improved demand for Manufactured Iron for shipment continues, with makers' books well filled up; but the home trade is quiet and limited, although prices remain very firm. There is a little more doing in nail rods and rounds and short bars, but angles and plates are not much in demand, local requirements being placed in the North of England chiefly. The copper and brass workers are well engaged, and so are machinists, but the forges are all quieter, except those engaged on marine work.

In Coals there is not much change in prices or demand for shipment, but house coal is firmer with the approach of colder weather, and prices for this description are improving. The returns from the Scotch ports show a slight falling off on the week as compared with last year, but the aggregate is less of the returns from five ports enumerated last year. The shipments as given are 42,800 tons, as against 46,777 tons in the corresponding week of last year, but they are incomplete to the extent indicated. Leith is experiencing the advantage of the strike in Fife and Clackmannan, by largely increased shipments from that port; but there is a growing feeling that the lockout cannot be of much longer duration in these districts, as the men are getting tired of their enforced idleness and want of pay. At a meeting of the masters, held at Burntisland, yesterday, it was agreed to write the miners' secretary, intimating that the pits were now open for the men, under the conditions upon which they had been stopped; but that after work had been resumed the masters would probably grant a conference, to take the bye-laws into consideration. If the miners do not accept of the offer now given it is feared that a somewhat less pleasant course will be resorted to. At Larkhall the strike has terminated on the masters' terms.

A dastardly outrage has been perpetrated at Pollok Colliery, near Glasgow. The colliery pay office is situated at the pit near Lochinch Farm, and it appears that for the convenience of the workmen a few barrels of gunpowder are kept there. The office was left all right with no fire in it at 6 o'clock on Saturday night, but some person had, it is believed, broken in during Saturday night or Sunday morning, and having laid a train to four barrels of powder known to be on the premises the result was the complete demolition of the building. The colliery books were, fortunately, uninjured, the safe having withstood the shock of the explosion, but everything else was blown to atoms. The matter is in the hands of the police, and the proprietor, Mr. Wilson, has offered a reward of 50*l.* for evidence sufficient to convict the incendiaries. An outrage of a similar character was perpetrated a short time ago in the neighbourhood of Paisley, but the culprits have not yet been discovered. The damage at Mr. Wilson's colliery is about 150*l.* The property destroyed was not insured.

ENGINES FOR HER MAJESTY'S SHIPS.—Orders have just been given by the Admiralty to two local firms of note for engines for three of Her Majesty's ships now in course of construction. Those for the most powerful armour-plated turret vessel of the British fleet, the Inflexible, have been ordered from Messrs. G. Elder and Co., at a cost of 120,000*l.*; and compound engines for the smaller vessels, Sheldrake and Moorhen, have been ordered of Messrs. Napier and Sons, for something over 5000*l.* each set.

Messrs. R. Napier and Sons launched from their yard at Govan a twin-screw spar-decked steamer of about 1000 tons and 300-horse power, intended for Government service at Japan, built to the order of Messrs. Matheson and Co., London. Mrs. R. A. Napier named the vessel Meiji Maru on taking the water.

THE SCOTCH MINING SHARE MARKET—WEEKLY REPORT AND LIST OF PRICES.

Since my last report the amount of business done in this market has been very large, and prices have advanced considerably, and are still maintaining the rise. Attention has chiefly been directed to coal, iron, and copper descriptions, most of which have advanced considerably. In coal and iron, large transactions have taken place in Merry and Cuninghame and Monkland, but Shotts lead the advance with a rise of nearly 10*l.* per share for the week, in sympathy with the strong advance in the pig-iron market. In copper, Tharsis have been in most demand, and were at one time fully 2*l.* per share higher than last Thursday's prices, but have since relapsed a little, on the copper market becoming easier and parties realising to secure profits. Fife and Lochore and Capledrae shares are looking firmer, although no transactions have taken place, on the prospect of a speedy settlement of the dispute between the miners and their masters in the Fife and Clackmannan districts. In oil shares the better reports of the state of the trade are showing signs of telling on the share market, although as yet no very marked improvement has taken place. Dalmeny and Young's Paraffin, both dividend-paying concerns, standing at heavy discounts, may be pointed out as likely to advance considerably with better trade. In Americans all have been dealt in, Emma showing a slight improvement; Flagstaff and Last Chance, on the other hand, being dull and neglected at lower prices. It appears to me that the present is a favourable time to purchase shares in these last two mines, and wait for the usual periodical upward commotion to sell at a profit. No alteration has been made in the Bank rate to-day, although an advance was expected in some quarters. A detailed list of the several days' business follows:—

On Thursday last a fair amount of business was done, and prices mostly improved. Benhar, buyers at 14¾, with sellers nominally at 14¾; Canadian Copper Pyrites done at 61s., closing 60s. to 62s.; Chillington Iron, 6½ to 6¾; Ebbw Vale done at 23¾ and 24, closing at these prices; Emma done at 27s. 6d. and 27s., closing better, at 28s. to 28s. 6d.; Glasgow Caradon done at 29s. 6d., closing 29s. to 29s. 6d.; Port Washington done at 60s. 6d. and 62s., closing 61s. to 63s.; Huntington done at 70s., 71s., 70s., and 69s., closing 68s. 6d. to 69s. 6d. Marbella done at 5¾, 5 11 16, and 5⅝, closing 5 9-16 to 5⅝; Merry and Cuninghame were in good request, opened at 70s 6d. and advanced to 72s., closing 71s. 6d. to 72s. Monkland ordinary done at 97s. and 96s. 6d., closing 95s. to 97s.; guaranteed preferences done at 8¾. Shotts Iron rose 3*l.* per share, being done at 70 and 71, closing 71 to 71¼. Tharsis done at 26⅞ and 26¾, closing 26¾ just; new shares done at 18½, 18 7-16, and 18½, closing 18½ to 18¾. Young's Paraffin steady, at 5¼ to 5½; Scottish Wagon new shares, 22s. to 23s.

On Friday, notwithstanding it being contango day, a large amount of business was done, at generally higher prices. Benhar, 14¾ to 14½; Cairntable, 5½ to 5*l.* 11s.; Canadian Copper Pyrites done at 59s. 6d. to 60s. 6d.; Ebbw Vale quiet, at 23¾ to 24; Emma done at 27s. 6d. and 28s., closing 27s. 6d. to 28s. 6d.; Glasgow Caradon firm, at 29s. to 29s. 6d. Huntington flat, done at 69s., 67s., 68s. 6d., and 68s., closing 65s. 6d. to 66s. Merry and Cuninghame again good, done at 72s. 6d., 72s., 71s. 6d., and 72s., closing 72s. to 72s. 6d.; the all-paid shares also advanced to 9½, buyers. Monkland ordinary rather lower, being done at 92s. and 94s., closing 94s. to 96s.; guaranteed preference unchanged, at 8¼. A small lot of Niddrie changed hands at 41s. Tharsis good, and a very large business done in them, from 26¾ up to 27⅜, closing with buyers at that price, sellers asking 27⅝; new shares done as 18¾, closing 18¾ to 19. Young's Paraffin firmer, at 5⅜ to 5½; Scottish Wagon, 12½ to 12¾; and new shares, 22s. 6d. buyers, 23s. sellers; a small lot changed hands at 22s. 6d. The following were the rates of continuation current to day.—Contangos: 3d. on C.C. Pyrites; 1½d., 2d., 2½d. on Emma; 2d. on Glasgow Caradon; 3d., 2d. on Huntington; even, 2½d., 2d., 1d., 1½d. on Monkland ordinary; 6d., 9d., 1s. on Tharsis old; 4½d., 6d. on Tharsis new; 3d., 4d. on Young's Paraffin; even, Omoa and Cleland.—Backwardations: 3d. on Marbella; 1d., even, 1d. on Merry and Cuninghame; 5s. on Shotts. The principal feature to be noticed in these rates is the evidence that the "bear" accounts are gradually disappearing in favour of "bull" accounts, and this is, of course, an evidence of a return of confidence in the market generally for a rise. The change is most marked in Tharsis old shares, which were at a backwardation last account of an equal amount with the contango now ruling. With the exception of Emma, Canadian Copper Pyrites, Huntington, and Young's Paraffin, the making-up prices are all higher.

On Saturday the usual quietness prevailed. Cape Copper shares rather lower at 29, sellers. Ebbw Vale also easier at 23¾, closing 23⅝ to 23⅞. The last sale of copper ore by the Glasgow Caradon Company is now announced, and is very favourable, being 255 tons, realising 1292*l.*, or an average of 101s. 4d. per ton; while the sale at the same time last year was 255 tons, realising 1044*l.*, or an average of 81s. 11d. per ton only. The price of the shares was then 46s.; now they can be had for 29s. or 29s. 6d., and they appear very good to buy, as it is difficult to account for a fall of over 30 per cent. in the shares when the amount of ore being got out of the mine is the same, and the average price per ton realised for it nearly 20 per cent. higher. Panulcillo firmer, about 1. Rio Tinto also firmer, about 7¼ to 7¾. Russia Copper slightly lower, at 2⅛ to 2¾.

On Monday a large business was done, and the market was strong. The account for settlement, Oct. 15, opened to-day; the contango day will be Monday, Oct. 12. Benhar in demand, but no seller. Cairntable done at 111s., closing 110s. to 111s. Canadian Copper Pyrites lower, at 57s. 6d. to 58s. 6d. Ebbw Vale unchanged at 23⅝ to 23⅞. Emma done at 28s., closing 27s. 6d. to 28s. 6d. Glasgow Caradon quiet, done at 29s., closing 29s. to 29s. 6d. Port Washington firm at 63s. to 65s.; the all-paid shares were also done at 6, being last quotation. Huntington firmer, at 67s. to 68s. Marbella, 5¼ to 5¾. Merry and Cuninghame firm, done at 72s. and 72s. 6d., closing 72s. 6d. to 73s. 6d.; the all-paid shares also changed hands at 10, being ½ higher. Monkland ordinary were very strong, and advanced to 100s.; a large business was done in them, and they finally closed steady at 99s. 6d. to 100s. 6d. The guaranteed preference shares were done at 8½ and 8⅝, closing 8 9-16ths to 8 11-16ths. Niddrie done at 41s., closing good at 41s. to 42s. Shotts Iron, 72 to 75. Tharsis shares were very good, and advanced from the opening price—27¼—to 29, closing 28⅞ to 29; new shares also advanced, done at 19 13-16ths and 19¾, closing 19 13-16ths to 19⅞. Yorke Peninsula were again in good demand at 9s. to 11s.; guaranteed preference were also wanted at par, but no sellers. London and Glasgow Engineering shares are now quoted ex div., the price being 25¼. Scottish Wagon old shares done at 12½, closing 12¼ to 12¾, and the new shares were done at 22s. 6d.

On Tuesday, again, a large business was done, and with steady prices. Benhar strong, buyers at 14¾, sellers asking 15¼; Bolckow Vaughan, "A" done at 55; Cairntable done at 111s.; Canadian Copper Pyrites done at 57s., 57s. 6d., and 57s., closing 56s. to 57s.; Cape Copper wanted at 28, but no sellers. Emma, 27s. 6d. to 28s. 6d.; this company has issued a notice to the following effect with reference to the alleged seizure of the mine by Mr. Park:—There is no truth in the report that Mr. Park has seized the mine. All that has taken place is that he has commenced legal proceedings to force an alleged claim, and has, as part of such proceedings, issued an attachment against the mine, the validity of which will be decided in the proper legal courts. Flagstaff offered at 2¾, being a fall of ½ per share; Glasgow Caradon done at 29s., 29s. 9d., and 30s., closing 29s. 6d. to 30s. 6d.; Port Washington done at 64s., closing 64s. to 65s.; Huntington done at 70s. and 69s., closing at these prices; Last Chance changed hands at 1; Lochore and Capledrae wanted at 6½, sellers asking 7; Marbella done at 5⅝, closing 5⅝ to 5 11-16ths; Merry and Cuninghame done at 72s. 6d., closing 72s. 6d. to 73s.; Monkland ordinary, opened at 100s., and after declining to 97s. 6d. rallied, and close 99s. to 100s.; guaranteed preference done at 8¾, closing good at 8¾ to 9; Niddrie done at 42s., and more wanted at that price; Rio Tinto are now 9*l.* paid, and are quoted 8½ to 8⅝. Scottish Australian steady at 1½; the directors of this company have received advices from Sydney, dated Aug. 7, 1874, with reports from the Lambton Colliery to the 5th of that month. The sales of coal for the month of July amounted to 10,821 tons. A completed return for June has been received, showing that the sales for that month amounted to 16,756 tons, instead of 14,769 tons as previously reported. Shotts rose another 4*l.* per share, being wanted at 76, sellers nominally at 82; new shares, 6 to 6¼; Tharsis opened at 29, but under the pressure of sales declined to 27½, from which, however, a rally took place, and they close 27¾ to 27⅞; new shares done at 19½ and 19, closing 19 to 19¼; Young's Paraffin firmer at 5¾ to 5⅝; London and Glasgow Engineering wanted at 25¼, with sellers at 25½; Scottish Wagon, 12½ to 12¾; Yorke Peninsula ordinary done at 9s., closing at 9s. to 11s. Guaranteed preference also changed hands at par; the directors of this company have received advices from the committee at Adelaide, with a report from the Kurilla Mine, dated Aug. 10, 1874. This is, of course, not so late information as the telegram received by the directors on Aug. 24 in London, but explains what work was being done just before the discovery then reported was made. Detailed information of it, however, may be expected by the mail due in London next month. If it is as favourable as expected a further advance will likely take place in the shares, but at present prices I would recommend an investment in the preference rather than the ordinary shares.

On Wednesday, the business done was not so large, but the market was firmer. Benhar still scarce, buyers offering 15, sellers nominally at 15¼. Canadian Copper Pyrites done at 56s. and 57s., closing 56s. 6d. to 57s. 6d. Chillington Iron ¼ lower, at 6. Conglog Slate and Slab ⅛ higher, at 10⅛. Glasgow Caradon done at 29s. 6d., closing 29s. to 30s. Port Washington done at 64s., 64s. 6d., 64s., and 63s. 6d., closing 63s. to 64s. Huntingdon done at 69s., closing 68s. 6d. to 69s. Islay Lead offered at 1⅛, being ⅛ lower. Lochore and Capeldrae firmer at 6¾ to 7. Marbella done at 5⅝, closing 5⅝ to 5¾. Merry and Cuninghame done at 73s. and 73s. 6d., closing at these prices. The numbers of the A debentures of this company, drawn for payment between this day and October 31, amounting to 11,440*l.*, have been published to-day. The interest in them ceases to run from October 1. Monkland ordinary done at 98s., 100s., 99s. 6d., and 100s., closing 99s 6d. to 100s. Guaranteed preference done at 9, 8¾, and 9. Niddrie in demand at 43s., but no seller. Shotts Iron rose 1*l.* per share, being 77*l.* to 80*l.* Tharsis have recovered a good deal of the depression of yesterday, opening at 27¼ to 27⅞, and closing 28¼ to 28⅜; new shares, 19¾ to 19½. Young's Paraffin, 5¾ to 5⅝. London and Glasgow Engineering wanted at 25, sellers remaining at 25½. Scottish Wagon, 12½ to 12¾. Among the shares not usually quoted dealt in here have been Javali Gold Mine, 2*l.* fully paid, at ¼ to 5-16ths. Subjoined will be found the latest prices:—

Amount of share.	Amount paid up.	Name.	Latest price.
COAL, IRON, STEEL.			
£10	4	Arniston Coal (Limited)	4
10	10	Benhar Coal (Limited)	15¼
100	35	Bolckow, Vaughan, and Co. (Limited) A.	55
10	5	Cairntable Gas Coal (Limited)	111s.
10	10	Chillington Iron (Limited)	6
32	29	Ebbw Vale Steel, Iron, and Coal (Limited)	23¾
10	3	Fife Coal (Limited)	5
10	6	Glasgow Port Washington Iron and Coal (Limited)	63s. 6d.
10	10	Ditto All paid	6
10	10	Lochore and Capledrae (Limited)	6¾
10	10	Marbella Iron Ore (Limited)	5 11-16
10	5½	Merry and Cuninghame (Limited)	73s. 6d.
10	10	Ditto All paid	10
10	10	Monkland Iron and Coal (Limited)	5
10	10	Ditto 7 per cent. Guaranteed Preference.	9
100	100	Nant-y-Glo and Blaina Ironworks pref. (Limited)	50
10	2	Niddrie Coal (Limited)	43s.
10	4	Omoa and Cleland Iron and Coal (Limited)	99s. 6d.
50	50	Shotts Iron	78½
10	4	Ditto New, issued at 2½ premium	6¾
COPPER, LEAD, SULPHUR, TIN.			
10	7	Canadian Copper Pyrites (Limited)	57s.
10	10	Ditto All paid	6¼
10	7	Cape Copper (Limited)	28½
5	5	Drake Walls Tin and Copper	5
2	2	Dunsley Wheal Phœnix Tin (Limited)	15s.
—	25	East Black Craig Lead (Limited)	25
1	1	Glasgow Caradon Copper Mining (Limited)	29s. 6d.
1	15s.	Ditto New	19s. 6d.
10	9	Huntington Copper and Sulphur (Limited)	69s.
1	1	Islay Lead (Limited)	1⅛
25s.	23s.	Kapunda Copper (Limited)	¾
4	4	Panulcillo Copper Mining (Limited)	1
10	8	Rio Tinto (Limited)	8¼
10	10	Russian Copper Mining (Limited)	2¾
1	1	Scottish Australian Mining (Limited)	1½
1	5s.	Ditto New	¾
10	10	Tharsis Copper and Sulphur (Limited)	28½
10	7	Ditto New	19½
1	1	Yorke Peninsula Mining (Limited)	½
1	8s.	Ditto 15 per cent. Guaranteed Preference	¼
GOLD, SILVER.			
1	1	Australasian Gold Mines Investment (Limited)	1
20	20	Emma Silver Mining (Limited)	28s.
10	10	Flagstaff Silver Mining (Limited)	2¾
5	5	Last Chance Silver Mining (Limited)	1
OIL.			
10	7	Dalmeny Oil (Limited)	5⅞
5	5	Midlothian Mineral Oil (Limited)	8
10	8	Uphall Mineral Oil (Limited)	4
10	8½	Young's Paraffin Light and Mineral Oil (Limited)	5½
MISCELLANEOUS.			
10	10	Conglog Slate and Slab (Limited)	10⅛
10	10	Dumfries Peat Fuel (Limited)	10
10	10	Highland Peat Fuel (Limited)	10
50	25	London & Glasgow Engineering & Iron Shipbuilding	25¼
20	7½	Peruvian Nitrate (Limited)	5
10	10	Scottish Wagon Company (Limited)	12½
1	1	Ditto New	22s. 6d.
20	20	United States Rolling Stock	14

Last day for this account Oct. 12; settling day, Oct. 15.

NOTE.—The above list of mines and auxillary associations is as full as can be ascertained, Scotch companies only being inserted, or those in which Scotch investors are interested. In the event of any being omitted, and parties desiring a quotation for them and such information as can be ascertained from time to time to be inserted in this list, they will be good enough to communicate the name of the company with any other particulars as full as possible.

J. GRANT MACLEAN, Stock and Share Broker.

Post Office Buildings, Stirling, Oct. 1.

REPORT FROM CORNWALL.

Oct, 1.—The event of the week has been the holding of Dolcoath account. The resources of this famous mine appear to be inexhaustible. The deeper it is sunk the richer it gets, or something very like it, and with only a moderately good price for tin the dividend would have been a very handsome one indeed. As it is, 10s. a share is not to be despised. The cheery speeches of the Chairman and others present show that they at least have no fear as to the future of Cornish mining; and, in spite of one's natural inclination to believe in shallow, because more cheaply worked, mines rather than deep, the Chairman's confident belief in deep established mines certainly does receive considerable force from the abandonments that have taken place elsewhere, notably in the St. Columb and Roche districts.

It is stated that some of the owners and occupiers of land in West Cornwall have received notices on behalf of the lords of the manor of St. Day, intimating that they do not intend in future to hand over any portion of the tin bounding money to them. Some of these bounders say their rights date from the time of King John, but whether that be so or not, and without expressing any opinion on individual cases, it is clear that the rights of tin bounders are, to say the least, quite as good as those of the lord of a manor to any wastrel or common land. In no other European country save England does the right to minerals rest in the owner of the soil. There is good ground for believing that even here all metalliferous minerals were at one time among the regalia of the Crown, that is even what in these days we should call public property, and from the earliest times the rights of owners of lands in which tin mines were worked have been qualified. In Devon the tin miners claimed, and long exercised, a right to work how and when they pleased. In Cornwall they did not go so far as this, but they always exercised the right to work under certain restrictions in wastrel. These rights have naturally, and very properly, been limited as time went on, and may now be said to be non-existent. But tin bounds which arose out of their exercise in this county are as much and as distinct a matter of property as an estate. They arose in this way. When a man found a lode he set off a certain area of bounds, and thereafter, certain formalities being gone through, had a right to work the lode if he pleased, rendering certain payments or dues to the lord of the soil; or if he chose he could let the right of working himself, receiving dues as rent for the cession of that right. Hence the fact that bounding rights and owning rights have come down side by side until the present day. Under certain conditions bounding rights could be forfeited, and it has long been impossible to create new bounds, but where the bounds were created while such creation was legal, and where no forfeiture has since taken place, they are as distinct a matter of inheritance and property as anything connected with real estate can be. They represent not merely the reward of the first discoverer for his discovery, but a definite and a clear interest in the property acquired by him—a kind of perpetual patent right as it were. The absolute ownership now claimed by lords of manors, with all the manorial rights at their back, and by owners of soil in that which lies beneath the surface, is a very modern affair compared with the antiquity of mining operations. Even so late as the time of Elizabeth patents were granted to foreign miners, and that within the jealously-guarded Stannaries, to search and work mines as they pleased, tin only excepted, rendering nothing to the owner of the land except compensation for surface damage.

Many a mine that is now dead would be alive still if this were yet to rule. Cornwall has got a few good mineral lords, but the action of some has ever been in the wrong direction, either attaching such conditions as prevent a mine being worked at all, or treating a mine as if it were a sponge to be squeezed dry by extortion. The dues system would have been on a better footing than it is if their absolute owing rights had not been created or suffered to arise. The bounding system is one of some importance beyond its con-

nection with the individuals immediately concerned, and should not be suffered to die without a struggle. It is almost the sole relic of the state of things of which we have spoken, in which the miner was more of a partner with the lord than a mere tenant, and in which he had his well-recognised and defined rights of ownership in the undertaking which his knowledge and skill had established.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

Oct. 1.—The Iron Trade of South Staffordshire, although in some respects improved, is still more or less in an unsettled state, owing to the uncertainty which prevails as to the course of prices. Representatives of the leading houses on 'Change in Birmingham to-day declared that it was very doubtful whether any reduction in quotations would be made on Quarter-day, and it is undoubtedly true that Earl Dudley, Messrs. Barrow, and other firms, whose quotations usually rule the market, have their order-books tolerably well filled. Supposing the standard of 12*l.* per ton for marked bars to be maintained, a stimulus will be given to the selling price of inferior brands, which have been discounted during the last fortnight in anticipation of the expected reduction in the rate for branded iron. Common bars are now changing hands at 9*l.* 15s. to 10*l.* 5s. per ton, and the rate for rods, hoops, and strips is in the usual proportion. Sheets and plates continue to maintain a steady enquiry, and prices are well supported. In the galvanised iron roofing trade a decidedly improved business is experienced. The pig-iron branch is steadily, though not very rapidly, improving. Common cinder pig is quoted 3*l.* 2s. 6d. to 3*l.* 7s. 6d. per ton; all-mine ditto, 5*l.* to 5*l.* 15s.; and intermediate qualities in the usual proportion. Arrangements are being made for the re-lighting of several additional blast-furnaces in various parts of the district, and the total number blowing bids fair soon to present a fair average.

The South Staffordshire coal trade is a degree steadier as to demand, but there is still a good deal of irregularity in quotations. The reduced price lists of Earl Dudley and other leading firms have been sent out to-day in accordance with the agreement made a fortnight ago. The reduction on best coal is 3s. per ton. The quotation list will now be as follows:—Earl of Dudley—Best thick coal, 18s. 6d.; seconds, 17s.; furnace, 13s.; steam, 12s.; engine slack, 7s.; fine slack, 3s. 6d.; heathen coal, 16s.; ditto lumps, 12s.; New Mine coal and lumps, 12s.; Ramrod Hall thick coal, 16s. 6s.; furnace ditto, 12s. 9d.; lumps, 12s.; forge lumps, 11s.; and slack, 8s.—West of Dudley: Best thick coal, 18s.; seconds, 13s.; lumps, 12s.; steam, 11s. 6d.; screenings (bright), 10s.; steam screenings, 8s. 6d.; engine slack, 6s.; heathen coal, 18s.; ditto lumps, 12s.; ditto screenings, 10s.; brooch coal mixed, 15s.; screenings, 13s.; and slack, 6s. These prices are all per ton of 2240 lbs. weighed over machine into boats or carts at the collieries specified. Common forge coal in the thin coal part of the district is 10s. to 12s. per ton, and there is a good deal of competition for orders.

An extraordinary general meeting of the Sandwell Park Colliery Company was held at the colliery, on Tuesday afternoon, for the purpose of confirming and making special the resolutions, which were duly passed by the necessary statutory majority at an extraordinary general meeting of the company, held on Sept. 3. The Chairman said it might be interesting to the shareholders to know that the new shaft had been sunk to a depth of 48 yards, and that the sinking was proceeding at the rate of 7 or 8 yards per week. The headway between the two shafts had been carried 46 yards in the direction of Sandwell Park, and the coal was everything that could be desired. The shareholders afterwards inspected the works at the colliery, and found everything highly satisfactory.

Sandwell Park Colliery shares are quoted 50 to 55; Pelsall Coal and Iron, 2¼ to 2 dis.; Chillington Iron, 6½, sellers; Cannock and Huntington Colliery Company (Limited) ¼ dis., sellers; J. Bagnall and Sons, 7½, buyers; Patent Shaft and Axle, 5½ prem.; and Staffordshire Wheel and Axle, 2 prem. The issue of 7 per cent. debenture bonds by the Darlaston Steel and Iron Company (Limited) has been subscribed for to the extent of 30,000*l.* in excess of the amount to be allotted. There are buyers of the bonds at 2½ to 5 prem.

The North Staffordshire Institute of Mechanical and Mining Engineers made an excursion to Hyde Junction, on Monday, to visit various works in the district. About 180 members joined the excursion. On their arrival at the station they were received by Mr. Adamson, of the firm of Adamson and Sons, engineers, Hyde, who conducted them through the works and explained the various processes to them. After this they visited the Astley deep pit, and some cotton and spinning mills in the neighbourhood, and were then entertained at dinner by Mr. Adamson, at the Victoria Mills, Hyde Junction, where Mr. Adamson delivered an address, and Mr. Homer, the president of the Institute, replied in suitable terms.

The scrutiny of the accountant as to the selling prices of iron in South Staffordshire during the last three months, by which the rate of wages for next quarter is to be determined, has not yet been completed, but it is computed that the result will be a reduction of 1s. per ton in the rate for puddling, and a proportionate reduction in the wages of other ironworkers.

In North Staffordshire the current demand for iron is easier, but the pressure for delivery of orders booked is very great. The mills are, as a rule, in full production. For pig-iron the demand fairly well maintains the improvement recently noted. Good forge pigs are quoted 80s. per ton, delivered in Wolverhampton, and stocks are at this figure being steadily reduced. Coal and ironstone are both in abundant supply, and prices are weaker.

We regret to announce the death of Mr. Sampson Lloyd, J.P. for Wednesbury, which event took place at his residence at Arley House, near Stourport, on Saturday last. The deceased gentleman came to Wednesbury in 1835, on the retirement of his brother, Mr. G. B. Lloyd, to take his place as partner, and superintendent of the engineering department of the well-known works of Lloyds, Foster, and Co., which had been founded by his brother, Samuel Lloyd, in 1820. During the time he was connected with these works they were considerably enlarged, and in 1867 they were transferred to the Patent Shaft and Axletree Company, of which he was deputy-chairman at the time of his decease. He was also connected with a large number of other concerns, and occupied the position of chairman of the South Staffordshire Waterworks Company and chairman of the Darlaston Steel and Iron Company.

From the official return just issued (which was published in last week's Journal) it transpires that the mines in South Staffordshire and East Worcestershire under the care of Mr. James P. Baker, the Government Inspector, and his assistant, Mr. W. B. Scott, number 450, and that connected with the mines there are about 2000 pits. This is by far the largest number of pits in any of the thirteen inspection districts in the United Kingdom. The next largest in number is the Yorkshire district, of which Mr. F. N. Wardell is the Inspector. In that case the pits number 1200, and the mines 491. During the official year Mr. Baker and Mr. Scott together have made 110 underground inspections, and Mr. Baker has made 336 visits. Mr. Scott's visits number 115, of which 190 were to collieries. The mines under the care of Mr. Thomas Wynne, Government Inspector for North Staffordshire and Shropshire, who, up to Sept. 30, had Mr. Gray as his assistant Inspector, but who is now assisted by Mr. B. Samuel Gilroy, number 240, and the pits about 1000. Mr. Wynne and Mr. Gray have together made 129 underground inspections; Mr. Wynne's visits number 125, and those of Mr. Gray 34. In South Staffordshire and East Worcestershire the expenses of carrying out the Mines Inspection Act in the twelvemonth are set down at 1023*l.* 7s as salaries, 240*l.* 12s. 10d. as travelling expenses, and 159*l.* 12s. 6d. as personal allowances. The expenses in the same order for North Staffordshire and Shropshire are 936*l.* 18s. 9d., 271*l.* 1s., and 191*l.* 3s.

The inquest on the three men killed by the accident on Sept. 16, at the Charity Colliery, Nuneaton, was resumed at Bedworth on Wednesday, and resulted in a verdict—

"That it is our unanimous opinion that great laxity has existed in the working of the mine, and we are further of opinion that a man should be in charge of the brow of the incline, and not be allowed to attend to any other duties than those which attach to the trucks or tubs employed during the time the men are ascending or descending the incline. We further think that efficient brakes should be supplied. Further, that Wilkins, the underviewer, and Gilbert, the contractor, are highly blameable, the former for placing so incompetent a person as Denis in such a position, and the latter for withdrawing Ivons from his proper duty as browman."

The absence of discipline appears to have been marvellous. The browman appears to have also had to attend to the duty of giving out candles to the men, and was absent from his post, his duty being performed by a lad when the accident occurred. Thomas Gilbert, the engine-driver, was not in the habit of waiting for any formal signal to lower the men, who shouted to him instead; Jones, one of the contractors for drawing the coal, did not make it a practice to observe the rules, because, "to tell the truth, he had no more power over the men than a piece of paper. Wilkins took all power out of his hands;" and William Gilbert, one of the contractors, gave Ivons, the browman, the order to give out the candles.

The Iron and Coal Trades of North Staffordshire.—The quarterly meeting of the North Staffordshire Iron and Coal Masters' Association was held on Thursday, at Hanley, Mr. Wragge in the chair. Trade was reported generally quiet, with nothing of importance doing in any department. It was mentioned that all contracts and rates of wages of ironworkers would terminate on Saturday, under the agreement in force, and a new scale of wages would come into operation. It was decided by the blast-furnace proprietors to give notice on Saturday of a reduction in wages of 10 per cent. to persons employed at the blast-furnaces of North Staffordshire, to take effect at the end of 14 days.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

Oct. 1.—The Iron Trade in both South and North Derbyshire is in a tolerably healthy state, so that there has been scarcely any falling off in the production of raw iron for some time past. On the Erewash Valley line there is a considerable number of furnaces in blast, and the Butterley Company are importing a large tonnage of stone from Northamptonshire, some of it a carbonate giving more than 40 per cent. of metallic iron. The plate and other mills are working very well, whilst the foundries are doing a very good business in gas and water pipes, pillars, cylinders, and general castings. The demand for steam coal has been very good of late, both for shipment and for home consumption, so that no stacks are to be seen at the pits. House coal is also in fair request, and a large tonnage has been sent during the week to London from Clay Cross, Langley Mill, Eckington, and Codnor Park. There is some agitation at Butterley with respect to several of the men that took an active part recently in making demands upon the company, and who in consequence were not allowed to resume work; the men, however, have been keeping them, and have made several efforts to have them reinstated, but so far ineffectually. A little more time, however, in all probability, will have the effect desired by the men, and the lesson taught will, doubtless, not be easily forgotten.

The Sheffield Trades have undergone but little change during the week, but some considerable alterations have taken place at some of the largest places. At the Atlas Works one of the Bessemer rail mills has been put down, and the men discharged. This is attributed to the keen competition, and the low price at which Bessemer rails are now being produced. The Nunnery Colliery, and the New Winnings, the property of the Duke of Norfolk, have been taken by a company formed in the town, so that his grace's interest in them otherwise than as the lessor of the coal will now cease. The collieries were a few years since worked by Mr. Huntsman, and it is evident that even coal mining is not such a profitable matter as it has been. In South Yorkshsre the collieries have been doing very well, and a heavy tonnage of steam coal has been forwarded to the Humber ports for shipment to the North of Europe, the trade to which is now drawing towards a close for the present year. Engine fuel is not in such good demand as it has been, and prices are easier. New collieries are being opened out in all directions, so that in a year or two the productive power of South Yorkshire will be immensely increased.

The excessive competition that has of late prevailed in the steel rail trade, and the impossibility there has been to obtain orders at remunerative prices, have induced the directors of John Brown and Company (Limited), Atlas Works, Sheffield, to close one of their mills and discharge the workmen. They are adapting the machinery to the manufacture of plates. About 600 men are affected by the change, and many of them are now idle.

TRADE OF THE TYNE AND WEAR.

Sept. 30.—The Coal Trade has been extremely quiet during the past week, the foreign trade having fallen off considerably. The demand for all kinds of coal is limited; there is no life in any branch of the trade, and, of course, small and manufacturing coals are quite a drug. In the Blyth district the collieries have been kept pretty well employed so far, and the shipments from that port have been on a liberal scale of late. The sitting of the Court of Arbitrators to settle the difficulty in the Durham coal trade was to commence on Thursday, Oct. 1, but so much difficulty has been met with in collecting the necessary information on both sides, that it has been determined to postpone the day of meeting until Oct. 7, when the gentlemen composing the court will meet at the Station Hotel, in Newcastle. Mr. Russell Gurney, the Recorder of London, has been nominated by the arbitrators to fill the post of umpire.

New Winning for Coal.—The first sod in connection with the sinking of a large shaft to win the coal in the Henshaw royalties, near Haltwistle, was cut a few days ago by Mr. Clark, of Featherstone, in the presence of a number of gentlemen. Mr. Clark, in an appropriate speech, alluded to the large extent of the coal field, and its easy access to the various markets by railway. He had no doubt that the venture would prove successful and profitable. The shaft to be sunk is 12 feet in diameter, and the seam, which is a valuable coking one, is expected to be reached at a moderate depth. These coal beds are situated at the extreme western edge of this coal field, and near the lead measures, which are found only a short distance in a south-westerly direction from these coal mines.

An extraordinary occurrence has taken place at the Addison Pit, Stella. The workings in the Brockwell seam have, it appears, been some time advancing towards some old workings supposed to be filled with water, and, of course, borings were made in advance of the drift to prove and run this water off; however, on Monday week the men holed into the old workings by means of the bore-rods, but instead of meeting with water a large quantity of inflammable gas burst out with great violence, and although the men were working with Davy safety-lamps they proved in this case to be no safeguard, for the current of gas filling the lamps internally with flame also forced the flame through the gauze, and the face of the drift being filled with flame the brattices and coal were thus set on fire. Fortunately the men escaped without injury, and afterwards a dam was built up, so as to separate the fire from the other extensive workings, and it is hoped that the fire will be thus extinguished. This case ought not to be lost sight of by mine owners and managers. It is evident that the Davy lamp is not suitable for use when sudden and violent eruptions of inflammable gas may be expected. In such cases the Stephenson lamp is no doubt the safest, as when it becomes filled with gas the light is extinguished, and there is no further danger.

The iron trade continues quiet on the whole, but the market at Middlesborough on Tuesday was a little firmer. No. 3 pig-iron was quoted 66s. to 66s. 6d., which was a slight advance on former rates. Prices have advanced in the Scotch markets, and as the shipping trade is drawing to a close this causes an increased demand, which is, however, only of a transient character. No. 4 forge was firm at 58s. to 58s. 6d. No. 1 was also firm at 70s. net cash. The manufactured iron trade is improving slowly. Rail manufacturers are in most cases receiving sufficient orders, but a few firms refuse to work their rail mills, as the prices are not considered remunerative. The prices of rails are firm at 7*l.* 15s. to 8*l.* for heavy rails, and 8*l.* 10s. for light rails. Ship-plates are 9*l.* 7s. 6d. Common bars 9*l.* to 9*l.* 5s. The shipbuilding trade is brisk. Mr. Pearson, of Stockton, launched a fine vessel for the Mediterranean last week. The Cleveland iron ore mineowners have held a meeting and decided for the present not to take any further steps towards reducing the wages of the miners and others. Coal and coke are still falling in value.

North of England Institute of Mining and Mechanical Engineers.—A general meeting of members will be held in the Wood Memorial Hall, on Saturday. The business to come before the meeting is as follows—A number of new members are to be elected, and also students. The number of members in the society now exceed 800, and they are increasing rapidly. After the disposal of the routine business the following papers will be read:—"On the little Limestone and its accompanying Coal in the Southern half of Northumberland," by Mr. G. A. Lebour, F.G.S., &c. This paper will possess much interest, as great exertions have been made of late to get coal in the western portion of the country, where coal is scarce and dear. On the "Water Supply of Newcastle," by Mr. H. S. Newall. This subject unfortunately possesses too much interest to Newcastle, and the whole of the Tyne district is in a bad plight owing to a very deficient supply of water of inferior quality. Mr. Newall has a scheme for supplying the district with water of excellent quality, and in amply sufficient quantity. He proposes to bring the water from Ullswater Lake in Cumberland by means of a canal. It is quite possible that the scheme may be feasible so far as the engineering question is concerned, but it has one very serious defect. The scheme would cause an enormous outlay, probably upwards of 1,000,000*l.* would be required to execute it, and a long period would also elapse before any benefit could be derived from it. The distance to Ullswater is upwards of 60 miles from Newcastle, and an abundant supply of excellent water can be obtained much nearer home on the south side of the River Cocquet; on the Simonside Hills an abundant supply can be had, the distance from Newcastle being about 30 miles, or about 25 miles from the water company's great reservoir at Hallington. The works necessary to secure the water would, it is probable, only cost about one-third the amount required for Mr. Newall's scheme.

A valuable silver tea and coffee service and an address has been presented to Mr. John Simpson, manager at the High Heworth Colliery, by the officials, workmen, and a few friends, on the occasion of his marriage, as a token of their esteem. Mr. Jos. Bailey read the address, and Mr. Jos. Heckels presented the service, and a gold dress ring to Mrs. Simpson.

THE CO-OPERATIVE MINING SOCIETY (LIMITED).

The first ordinary general meeting of this society was held on Saturday at Newcastle-on-Tyne, when there was a very large attendance of shareholders. The chair was taken by Dr. Rutherford, chairman of the society. The report of the committee stated that, having regard to the shortness of the period during which they had had possession of Monkwood Collieries, the unsettled condition of the coal trade, and the difficulties incidental to a new enterprise, they could not reasonably expect greater results. As yet, the workmen in the collieries have not to any extent become members, and they think it of great moment that every workman there should be interested in the results of his daily work. The committee strongly recommend the members and others interested in the success of the society to increase its capital, so that they may be able to secure a colliery in Northumberland or Durham. The share capital up to date amounts to 34,440*l.*, and on loans on debentures to 2570*l.*

The Chairman stated that the society had now been in existence for about two years, and that the miners of Northumberland and Durham had given it their very hearty support. This remark applied as well to their fellow-workmen of Cumberland and other districts. On June 30 they had 4125 (5*l.*) shares taken up, towards which was paid the sum of 18,467*l.* 6s. Since then, however, the share capital had been increased to no less a sum than 34,440*l.*; and that very day a considerable sum had been received towards new shares as well as debenture bonds, the debenture bonds amounting to between 2000*l.* and 3000*l.* He congratulated the shareholders on the fact that, though they had had considerable difficulty in getting a colliery, in consequence of the feeling generally manifested towards co-operative societies, they were now being recognised as no unimportant concern, and that offers were coming in on all hands. The society had negociated, and almost completed, the purchase of a colliery in Derbyshire, and had been in possession since March of the present year. He had every confidence that they would be able, by strict and careful management, to make this colliery a good success, but he thought they could not stop there. His advice was that every member should do his utmost to increase the society's capital; and he recommended that each man, on his return to his own locality, should place the society's claims before his fellow-workmen, so that by Christmas they might be able to add another 30,000*l.* to their funds, and thus be in a position to purchase a colliery near home. He further stated that at present they had an offer of a good going colliery near Newcastle, and that he thought it likely they could make a purchase on easy terms. The Chairman, whose speech was of considerable length and frequently applauded, concluded by moving the adoption of the report, which was seconded by Mr. Blyth, and carried, after a few questions had been answered. The whole of the directors having resigned, in order to give others a chance of being elected, the following gentlemen were declared duly elected, after a show of hands had been taken for each candidate:—Messrs. Rutherford, Burt, Nixon, Young, Crawford, Bryson, Brown, Cramon (old members); Messrs. Elliott, Foreman, Patterson, Pryor (new members). The proceedings terminated with the re election of Messrs. Benson, Eland, and Company as auditors, and the usual vote of thanks to the officials and Chairman.

REPORT FROM MONMOUTH AND SOUTH WALES.

Oct. 1.—The quantity of iron cleared from the local ports during the past week has been particularly small, and it indicates clearly the dulness which overhangs the trade. Ebbw Vale has cleared 1265 tons to Wollendo, and 1018 tons to Tucahmano, and Guest and Co. 480 tons rail. There has been but little change in the position of the trade during the past week, and this is not so much to be wondered at when it is remembered how near the end of the quarter is. Buyers are only doing a hand to mouth business just now, as they are waiting to see what quotations will be fixed for the next quarter. They do not run much risk in this, because there is little fear of prices being advanced; the state of the trade will not allow of it, but the probability is in their favour that quotations will be reduced. It cannot be expected, however, that quotations can be lowered to any great extent. A rumour was circulated last week that a third reduction in the wages of the ironworkers was to be enforced, although it was previously understood that no further alteration was to be made in the rate of wages this year. It was originally intended by the iron-masters to carry out three drops of 10 per cent., so as to make the wages rate proportionate to the prices obtained for iron; but when the prospects of the trade began to improve the masters seemed anxious to keep the wages up as much as they could. But the cause for the reports that the third reduction was to be carried out was the reluctance with which customers were placing orders at the quotations asked. The same features are still to be noticed in the Tin-Plate Trade; business is very slow, and the manufacture has still to be restricted. The Coal Trade continues to improve gradually, and there is reason to belive that an active business will be done throughout the winter. Prices have not altered to any extent during the last week or two.

At a meeting of the Monmouthshire and South Wales Colliery Association held this week, it was agreed to issue the following notice to all the collieries excepting Caerphilly:—

"Notice as follow is hereby given to all persons employed at this colliery. That the engagement from day to day of all persons employed at this colliery shall cease as of and from the 30th day of September, instant, and that all persons who after that day be engaged at this colliery under the following conditions. That contract between the owner of this colliery and all persons employed thereat shall continue until it be continued by notice given by either party on the first day of any calendar month to expire on last day of the same month inclusive. That the preceding conditions shall not apply to any persons working at the Energlyn, Rhos Llantwit, or Bryngwyn Collieries during the month of May last, and that any person employed at either of those collieries during that month who is now at work at, or while either of those collieries shall continue on strike, shall obtain work at any other colliery in the Association shall be subject to be discharged from his engagement at the end of any day's work without previous notice."

Colliery enterprise is still rife in this locality. One of the most important coal concerns in this district is about to be formed into a limited liability company, and in this instance the new feature is introduced of not only taking over the collieries, but also the business of the firm that have hitherto been the owners. The firm is that of Messrs. Richard Power and Co., of Cardiff, Swansea, London, and Liverpool, and, in addition to taking a large interest in the company themselves, they guarantee a dividend of not less than 10 per cent. for five years. Mr. H. Russell Evans, of 52, Lombard-street, London, and Newport, is bringing out the company.

A purse of 55*l.* has been presented to Mr. Strange by the workmen on his leaving the Ebbw Vale Works.

The Ebbw Vale Company are sinking two new pits, one for the purpose of working the upper seams of coal, and the other to work what is known as the old coal, which lies at a considerable depth.

An important change is about to be made at the Great Western Collieries, in the Rhondda Valley. Mr. J. Daniels, the manager, is leaving, and he has appointed three experienced workmen to examine the old workings, and their report has been very satisfactory.

Society of Engineers.—The first ordinary meeting of the society for the session will be held on Monday, when a paper will be read on "Mechanical Puddling," by Mr. Perry F. Nursey.

COAL MINES REGULATION ACT, 1872.

APPROACHING EXAMINATION FOR MANAGERS' CERTIFICATES OF COMPETENCY.

DISTRICT UNDER THE CHARGE OF THOS. E. WALES, Esq., H.M. INSPECTOR OF MINES.

PERSONS desirous of being EXAMINED in this district for MANAGERS' CERTIFICATES OF COMPETENCY, under the above-named Act, should at once communicate with the Secretary to the Board of the above-mentioned District, at the following address.

By order of the Board,
CHAS. HY. JAMES, Secretary,
8, Courtland-terrace, Merthyr Tydfil.

TYNE CAST MALLEABLE IRON COMPANY,

WORKS: TEAMS, GATESHEAD;

LONDON OFFICES: CHANDOS CHAMBERS, ADELPHI, W.C

MANUFACTURERS OF ALL DESCRIPTIONS OF MALLEABLE IRON CASTINGS, delivered in London, carriage free.

GAS FOR BORDEAUX.

CONTRACT.

TENDERS for LIGHTING the CITY OF BORDEAUX with GAS will be OPENED on MONDAY, 10th November next.

For all particulars, and the conditions of contract, apply to Monsieur le Maire, at the Hotel de Ville, Bordeaux (Gironde), France.

ROSEBERRY IRONSTONE ROYALTY.

THE ROSEBERRY IRONSTONE COMPANY WILL NOT REQUIRE COMPETITIVE PLANS TO BE SENT IN UNTIL NOVEMBER 1, instead of October 1, as advertised.

LADY CONSTANCE.

TENDERS REQUIRED for DRESSING MACHINERY for the LADY CONSTANCE MINING COMPANY (LIMITED), near Holywell, fitted up complete to dress 20 or 30 tons of soft white orestuff per day.

Address, 33, Manchester Chambers, Market-street, Manchester.

WANTED, a SECOND-HAND STEAM ENGINE, with TUBULAR BOILERS, in good condition, working up to 50-horse power, adapted for pumping, winding, and driving crushing mill.

Price, with full particulars, to be addressed to "J. B.," care of Messrs. Metchim and Son, 32, Clement's lane, London, E.C.

☞ TENDERS for a NEW ENGINE, as above, may also be sent.

WANTED, a Gentleman, having a knowledge of the MINERAL TRADE. A salary and commission will be paid, but it will be necessary that the applicant can introduce some speciality in ores or minerals.

Address, "O. M.," 50, Old Broad street, London, E.C.

WANTED, a SITUATION as COLLIERY ENGINEER or SURFACE MANAGER, by a person of many years' experience. Good references.

Apply, "A. A.," *Free Press* Office, Wakefield.

WANTED, a DIRECT-ACTING CORNISH PUMPING ENGINE; cylinder 80 inches or upwards. Replies must state history, age, locality, makers' name, with the fullest particulars, and lowest price.

Address, "F. F." MINING JOURNAL Office, 26, Fleet-street, E.C.

BARYTES (SULPHATE OF), CRUDE OR GROUND, FOR SALE.

Apply to FORCE CRAG LEAD AND BARYTES MINING COMPANY, 69, Close, Newcastle-on-Tyne.

THE PATENT COTTON GUNPOWDER COMPANY (LIMITED).

THE PATENT COTTON GUNPOWDER COMPANY (LIMITED) beg to announce that they are now PREPARED to SUPPLY their SMOKELESS BLASTING MIXTURE, which is the most POWERFUL and PUREST EXPLOSIVE at present known for QUARRIES, MINES, and CLOSE HEADINGS.

In firing this mixture no noxious gases whatever are evolved.

For terms, apply to the Secretary,—
23, QUEEN ANNE'S GATE, WESTMINSTER.

SUBSCRIPTION FOR

£110,000 PERPETUAL FIVE PER CENT. DEBENTURE STOCK, SECURED UPON THE

EXTENSION TO THE MIDLAND RAILWAY OF THE

SOMERSET AND DORSET RAILWAY COMPANY.

THE DIRECTORS of the SOMERSET AND DORSET RAILWAY COMPANY are prepared to RECEIVE SUBSCRIPTIONS for £110,000 of PERPETUAL FIVE PER CENT. EXTENSION DEBENTURE STOCK, 1874, in sums of £50 and upwards, at par.

This Debenture Stock is secured upon the extension to the Midland Railway at Bath, and the interest, which ranks next immediately after the interest (namely, £8000 a year) on the £120,000 of Extension Debenture Stock already issued, is payable out of the gross receipts of that extension, as hereafter mentioned.

The line was opened for public traffic on the 20th July last, and a through service of trains has been established between the system of the Midland Railway and Bournemouth, Weymouth, and the whole of South and West of England. (See map.)

The original line is 66 miles in length, and the extension to Bath is about 26 miles, making a total of 92 miles.

The total capital expended upon the whole undertaking, exclusive of the £110,000 now offered for subscription, amounts to upwards of £2,200,000.

Special advantages are secured to the extension capital by the terms of the Act of Parliament under which the original line is charged, not only with the payment of its own working expenses, but also with the working expenses of the extension line, and (together with the extension line) with an annual charge of £17,000.

The gross receipts of the extension line are, therefore, available (subject to the above) for payment, in priority to all other interest or dividend, of the interest at 5 per cent. on the Extension of Debenture Stocks of £120,000 above-named, and £110,000 now offered for subscription, amounting together to £11,500 per annum, or £8 10s. per mile per week of gross receipts, while the actual average gross receipts already amount to £17 per mile per week, although the traffic is naturally in no short a time quite undeveloped.

The estimated traffic amounts to £48,882 per annum, or upwards of £36 per mile per week, and there is every reason for believing that it will exceed that sum.

Applications, accompanied by a deposit of £10 per cent. on the amount of Debenture Stock applied for, should be forwarded either to the bankers, Messrs. Robarts, Lubbock and Company, 15, Lombard-street, E.C. London; Stuckey's Banking Company, Glastonbury; or to the Secretary, at the general offices of the company, Glastonbury, Somerset.

The balance will be payable on allotment.

The interest will commence on the 1st of Sept. inst., and is payable half-yearly at the bank of Messrs. Robarts, Lubbock, and Company, 15, Lombard-street, London.

The Debenture Stock will be registered in the names of the applicants free of expense.

If no allotment is made, the deposit will be forthwith returned in full.

CHARLES WARING, Chairman.
ROBERT A. READ, Managing Director.

General Offices, Glastonbury, Somerset, 29th September, 1874.

GLASGOW AND THE HIGHLANDS.

ROYAL ROUTE, VIA CRINAN AND CALEDONIAN CANALS, by Royal Mail steamer IONA, from GLASGOW at 7 A.M., and from GREENOCK at 9 A.M., conveying passengers for OBAN, FORT WILLIAM, and INVERNESS, daily.

For sailings to GAIRLOCH, ROSS-SHIRE (for Loch Maree), STAFFA, IONA, GLENCOE, MULL, SKYE, LEWIS, and WEST HIGHLANDS, see bill with Map and Tourist Fares, free, at Messrs. CHATTO and WINDUS, Publishers, 74, Piccadilly, London; or by post on application to DAVID HUTCHESON and Co., 119, Hope street Glasgow.

EXPORTS OF COAL.—By the Monthly Circular of Messrs. Higginson, of Liverpool, we learn that the quantity of coal exported in Aug. was 1,268,930 tons, against 964,737 tons in the corresponding month of 1873, showing a increase of 304,193 tons. The particulars are—From the Northern Ports, 595,486 tons; Yorkshire, 92,893 tons; London, 3921 tons; Liverpool, 80,685 tons; Severn Ports, 353,998 tons; and Scotch Ports, 141,947 tons. The increase was—Northern Ports, 64,891 tons; Yorkshire, 34,395 tons; Liverpool, 23,432 tons; Severn Ports, 143,229 tons; and Scotch Ports, 41,401 tons. Decrease, London, 3155 tons. Total exports, January to August inclusive, 8,203,479 tons; corresponding period last year, 7,587,898 tons: increase, 615,581 tons.

SUB-WEALDEN EXPLORATION.—We are happy to see from the eighth quarterly report on the Sub-Wealden Exploration, not only is the work progressing, but also that the public continue to give it their active support. Already in the discovery of rich beds of gypsum it has amply justified the experiment. The committee observe that the motives of their friends are various, one at least of them being decidedly peculiar. He writes:—"I enclose my mite. Besides the objects stated, a shaft is, doubtless, a safety valve against earthquakes." There is, perhaps, less need of such a safety valve in England than there is in some other countries; but if ever the elements of an earthquake should accumulate under our soil, we should need more than a pipe of a few inches broad to let off the explosion gently. We wonder whether this advocate of safety valves had any connection with the company projected some years since for putting out the fires of Vesuvius by letting in the sea upon them through a side passage.

MESSRS. WARD AND CHOWEN WILL SELL, BY AUCTION, on Monday, the 5th October, 1874, at Three o'clock in the afternoon, at the Queen's Head Hotel, Tavistock, all that desirable MINING SETT, situate in the parish of Beerferris, in the county of Devon, known as and belonging to the

TAMAR VALLEY SILVER-LEAD MINE,

Together with the MACHINERY and MATERIALS now in use on the said mine, which will be offered for sale as a going concern, consisting of—

ONE 24 in. cylinder double acting ROTARY ENGINE, with the drawing and pumping gear attached, and one 10 ton boiler; 20 fms. 7 in. drawing lift, consisting of 30 7 in. pumps, and 20 fms. 1½ in. bucket rods, &c.; 57 fms. 8 in. drawing lift, comprising 80 8 in. 9 ft. pumps; poles and cases; H and top door pieces; flat bottom windbores, &c.; ladders; 8 fms. 8 by 7 in. deal rods, with strapping plates: the smiths' and carpenters' tools, wood sheds, &c., &c.

The above mine possesses some very promising mineral lodes, and a large quantity of silver-lead ore has been from time to time returned therefrom. The mine has been worked up to the present time, and the lodes are looking very prosperous and encouraging, and offer to the mine capitalist a first-class speculation.

For viewing the same, apply to Capt. TRURAN, on the premises; and for the mine lease, conditions of sale, and further particulars, to MATTHEW GREENE, Esq., 83 to 85, Gresham House, Old Broad-street, London; or to the Auctioneers, residing at Tavistock.

Dated Tavistock, September 17th, 1874.

MINE MACHINERY, MATERIALS, &c., FOR SALE,

AT THE WEST CUMBERLAND MINE, CALDBECK, CUMBERLAND.

MR. JACKSON, Auctioneer, has been instructed to SELL, BY AUCTION, on the 7th day of October next, at Eleven A.M., at the West Cumberland Mine, the WHOLE of the

MACHINERY, MATERIALS, &c., viz.:—

ONE Blake's STONE BREAKER, 15 in. by 9 in., new.
IRON WORK for one water wheel, 24 ft. diameter.
ONE WATER WHEEL, 20 ft. diameter, new; pitch pine framework for carrying the same, new.
ONE 8 heads of STAMPS.
ONE 6 heads of STAMPS.
ONE CIRCULAR SAW FRAME, 2 saws, shafting belts, &c.
ONE FAN, new, belt drums.
FOUR small WATER WHEELS.
FOUR rotating SLIME BUDDLES, frames, trunks, &c.

15 tons T rails, 35 lbs. per yard.
30 tons bridge rails, 18 lbs. per yard.
6 large iron wagons.
3 small ditto
5 wood wagons.
1 skip; 15 fms. skip road.
2 sheaves for ditto.
2 water balance wagons.
1 cistern for ditto.
60 fms. galvanised wire rope, 78 in. diameter.
16 fms. ½ in. proof chain, new.
54 fms. cast iron air pipes, 4 in.
83 fms. zinc air pipes, 4 in.
1 crab winch, double purchase.
Lot of winze kibbles, shaft tackle, small chain, &c.
4 9 ft. 6 in. pumps.
Door and doorpieces, &c.
Smiths' tools—2 pairs of bellows, anvils, vices.
1 Pooley's weighing machine, 10 cwts.
Quantity of steel, new; iron, new.
Miners' tools.
Quantity of old iron; old scrap.
Quantity of new pitch pine, yellow pine, and other timber.
Quantity of large culvert pipes, 18 in.
Miners' dial; levelling staff, &c.

IMPORTANT SALE OF TIN MINES.

CORNUBIA AND GREAT BEAM TIN MINES, ROCHE, CORNWALL.

MESSRS. HANCOCK AND SONS have been favoured with instructions TO SELL, BY PUBLIC AUCTION (as a going concern), at the White Hart Hotel, St. Austell, on Wednesday, the 7th day of October next, at Three o'clock in the afternoon (subject to such conditions as will be then produced), all those TWO VALUABLE TIN MINES, in Two Lots, known as

CORNUBIA AND GREAT BEAM TIN MINES,

Together with the MACHINERY, MATERIALS, and the general routine of appliances necessary for working the same.

LOT 1.—For a term of 21 years, from the 16th day of January, 1872, all that VALUABLE TIN MINE, known by the name of CORNUBIA, situate in the parish of Roche, in the county of Cornwall, together with the MACHINERY, MATERIALS, &c., thereon, comprising in part a 50 in. cylinder PUMPING ENGINE, with one 15 ton boiler, with Galloway tubes, and one other boiler, 14 tons; capstan and rope; 8 in. and 10 in. drawing lifts; 13 in., 14 in., and 20 in. plunger lifts; 11 in. main rods; three horse whims; chains and wire ropes; bridge rails; one 24 head stamps; one 16 head ditto; one 12 head ditto, with three powerful first-class water wheels, with iron axles, &c., complete; the dressing floors, tinhouse, &c., connected therewith are laid out on the best and most approved principle; contents of a smithy: iron, steel; taps and dice; several well built timber houses, containing about 155 squares of good plank; and numerous other requisites and appliances necessary for effectually working the said mine.

The sett is extensive, and contains several lodes, two of which have been extensively wrought, and large quantities of tin sold therefrom.

LOT 2.—For a term of 21 years, from the 25th day of December, 1871, all that VALUABLE TIN MINE, known by the name of GREAT BEAM MINE (otherwise Old Beam Mine), situate in the said parish of Roche, together with the MACHINERY, MATERIALS, and appliances thereon, comprising a 72 in. cylinder PUMPING ENGINE, with two boilers, about 26 tons; a 30 in. cylinder STAMPING and PUMPING ENGINE, with two bobs; two new iron stamp axles; 28 new stamps heads; one 12 in. horizontal condensing engine, with one boiler; 1½ in. wire rope; 1 27 fms. 9 in. drawing lift, complete; capstan and other chains; wire rope winches; 14 in. main rods; 24 long 2½ in. round iron rods; five 9 ft. 14 in. pumps; contents of a smithy; wood carpenters' shop and its contents; timber, sundry iron, and numerous other materials.

This mine has been one of the very rich mines of Cornwall, and offers a rare opportunity to capitalists for investment.

Plans and sections, with a detailed schedule of the machinery, materials, &c., on the said mines, may be seen at the Auctioneer's offices, at Sydney-place, St. Austell, one week prior to the day of sale.

For further information application must be made to the agents on the mines; at the Mid-Cornwall Mines Company's offices, 40, Brown-street, Manchester; or to Messrs. SHILSON, COODE, and Co., Solicitors, St. Austell, Cornwall.

Dated Sydney-place, St. Austell, 17th September, 1874.

VALUABLE COLLIERY FOR SALE,

Situate at BILLINGSLEY, in the county of SALOP, about two miles from the Highley Station, on the Severn Valley Railway.

MESSRS. JOSEPH COOKSEY AND SON WILL SELL, BY AUCTION, at the Hen and Chickens Hotel, New-street, Birmingham, on Thursday, the 8th day of October, 1874, at Five o'clock in the afternoon, subject to conditions, the VALUABLE AND PRODUCTIVE COLLIERY, known as

THE BILLINGSLEY COLLIERY,

Containing about ONE HUNDRED AND SIXTY THREE ACRES of COAL (only a small part of which has been gotten), with the PIT SHAFTS, STEAM ENGINES, and other COLLIERY ERECTIONS and PLANT thereto belonging, situate as above mentioned, in One Lot.

The property is leasehold for a term, 17 years of which will be unexpired on the 1st of November next, upon moderate royalties and other terms.

The thickness of coal is about 17 ft. 6 in., in five seams (including a seam of Sulphur Coal, about 3 ft. 10 in. in thickness), which have been sunk through at depths varying from 88 yards to 165 yards, and are interstratified with valuable beds of IRONSTONE and FIRE-CLAY, the Sweet Coal being of first-class quality for domestic purposes.

The colliery is situated on good roads, leading in different directions over a wide area, from which the demand for land sales is always considerable; and a tramway may be laid on an easy gradient to form a siding on the Severn Valley Railway.

Particulars and plans will shortly be prepared, and, with other information, may be obtained from Mr. EVAN BIRCHLEY, Severn-terrace, Worcester; Mr. THOMPSON, Solicitor, 7, Pierpoint-street, Worcester; and Messrs. JOSEPH COOKSEY and SON, Auctioneers and Mining Engineers, West Bromwich; at the *Midland Counties Herald* Office, Birmingham; and at the place of sale.

GREAT SOUTH CHIVERTON MINE.

VALUABLE MACHINERY AND MATERIALS FOR SALE.

MR. T. T. WHEAR is instructed TO SELL, BY PUBLIC AUCTION, on Wednesday, the 14th of October, 1874, at Twelve o'clock at noon, at Great South Chiverton Mine, Perranzabuloe, the WHOLE of the

VALUABLE MACHINERY AND MATERIALS

THEREON, COMPRISING—

ONE 40 in. cylinder PUMPING ENGINE, with TWO 10 ton BOILERS and fittings complete.

1 balance bob.
1 capstan.
1 12 in. capstan rope.
1 shears, 60 feet high, with sheives, complete.
9 9 in. pumps.
1 10 in. working barrel.
1 10 in. H piece and windbore.
1 9 in. plunger pole, with stuffing box and gland.
1 cistern.
10 15 in. pumps.
1 16 in. pole case.
1 16 in. H piece and doorpiece.
1 15 in. stuffing box and gland.
1 16 in. windbore.
21 fms. 12 in. pitch pine rods.
10 fms. 8½ in. pitch pine rods.
10 pairs rod plates.
1 pair of caps.
2 horse whims and 7 kibbles.
180 fms. 7-16ths whim chain.
100 fms. launders.
20 fms. ladders.
Chain and other shieves.
Bucket prongs and forms.
Clack seats and valves.
1 40 in. and 1 32 in. smiths' bellows.
Anvils, vice, smiths' crane.
Mandrill and kibble mould.
Smiths' and miners' tools.
Scales and weights.
Lifting jack.
3 hand screws.
2 pairs blocks.
Wrought iron.

Staples and glands, spanners, several lots of timber and plank, steel shovels and mallets, wire rope, tallow, several lots of rope, nails, shovels, &c., brass, six rod and chain shieves (new), flooring, hutches, &c., rod pins, flange pins, materials in dressing house, also the account house furniture.

The mine is situate six miles from Scorrier Station, and four miles from Truro.

Luncheon at Eleven. Sale at Twelve precisely.

For further particulars, apply to HENRY CHAPMAN, Esq., Finsbury-square Buildings, London, E.C.; Capt. J. NANCARROW, Camborne; or to the Auctioneer, Camborne.—Dated September 30th, 1874.

MACHINERY AND MINE MATERIALS.

FOR SALE,—

A 50 inch Cornish PUMPING ENGINE, new.
A 30 inch ditto ditto, with BOILER, nearly new.
A 2½ horse power SEMI-PORTABLE ENGINE, on stand plate.
A large quantity of PITWORK and other MINING MATERIAL.

Apply to— W. TREGAY, REDRUTH.

CARNARVONSHIRE, NORTH WALES.

PENRHYN MINES, NEAR ABERSOCH,

IMPORTANT SALE OF VERY VALUABLE MINING PLANT AND IMPLEMENTS.

MR. R. S. WILLIAMS has been instructed TO SELL, BY AUCTION, on the premises above-named, on Thursday, the 8th day of October, 1874, commencing at Twelve o'clock, at noon, a VERY VALUABLE STOCK of MACHINERY, MINING PLANT, and IMPLEMENTS OF EVERY DESCRIPTION, all in good condition, and almost new.

For particulars, apply to Captain GRAZE, on the Mine; or the Auctioneer, Pwllheli.

APPLETREEWICK LEAD MINING COMPANY (LIMITED).

THE OFFICIAL LIQUIDATOR OF THE ABOVE-NAMED COMPANY (with the concurrence of the Lord of the Manor of Appletreewick, who is the owner of the mine), invites TENDERS for the PURCHASE of the WHOLE of the PROPERTY belonging to the said company in and about the mine known as

THE APPLETREEWICK LEAD MINE,

In the parish of BURNSALL, in the county of YORK, a LEASE of which may be obtained from the Lord of the Manor on reasonable terms.

The mine has been extensively opened, and is complete with all necessary machinery.

The PLANT consists of TWO STEAM ENGINES, WATER WHEEL, TURBINE, WIRE ROPES, CIRCULAR BUDDLES, TRAM RAILS, WAGONS, PUMPS, and all necessary appliances, TOOLS, &c., for carrying on an extensive mine. In consequence of a breakage in the pumping machinery, there is (under water) undressed lead ore ("bouse") for about two months' work.

The whole will be sold free from any lien or incumbrance.

Tenders to be sent to the Official Liquidator, Mr. JOHN VARLEY, of Skipton, Civil Engineer, on or before the 13th day of October, 1874.

Permission to inspect the mine, and other particulars, may be obtained from the Official Liquidator; from WILLIAM HARTLEY, Esq., of Settle, Solicitor to the Lord of the Manor; and on application at the offices of—

Mr. GEORGE ROBINSON, Bank Buildings, Skipton.

THE LIQUIDATOR of an EXTENSIVE MINING PROPERTY in the ISLE OF MAN is PREPARED to RE-SELL the SAME BY TENDER as a going concern, with immediate possession.

On the premises are a large WATER-WHEEL, and every appliance for carrying on mining operations on an extensive scale. Many known lodes traverse the setts, which contain about 1800 acres. A shaft has been sunk 50 fms., levels driven, and nearly all the necessary dead work accomplished. The mine has been inspected and favourably reported on by many eminent mining engineers. There is an abundant supply of water-power.

For plans and particulars, apply to Mr. JOHN MEGINN, St. James's Chambers, South King-street, Manchester.

MERIONETHSHIRE, NORTH WALES.

VALUABLE FREEHOLD ESTATE, AND MINING AND QUARRYING PROPERTY (TWELVE HUNDRED ACRES), TO BE SOLD, BY PRIVATE TREATY.

For plans and particulars, apply to Messrs. WM. GRIFFITH and SON, Solicitors, Dolgelley.

TO CAPITALISTS.

FOR SALE,—IN NEW SOUTH WALES,—

1340 ACRES TIN LANDS,—Lode and Stream.
2430 ACRES COPPER LANDS (portions freehold).
2112 ACRES IRON AND COAL.
2250 ACRES COAL (on sea coast).
4000 ACRES COAL (inland, on railway line).
200 ACRES KEROSENE SHALE.
200 ACRES PLUMBAGO.
105 ACRES FREEHOLD GOLD DEPOSIT (Brown's Creek).

The above properties are all first-class, and on or near railway lines or water carriage, and are the very "pick" of their respective districts (being some of the first selections made).

Liberal terms, either as to purchase or working on royalty, will be given to parties able to carry out arrangements.

Apply to the owner,—
CHARLES W. WEEKES, Circular Quay, Sydney, N.S.W.

TURBINE, &c., FOR SALE.

TO BE SOLD (cheap), a FIRST-RATE TURBINE (SCHIELE'S PATENT), with FAN connected, and about 500 feet of 8 inch PIPES. Have only been in use one year.

Apply, for particulars, to No. 1001, MINING JOURNAL Office, 26, Fleet-street, London, E.C.

HUNTER SAW FOR SALE.

A HUNTER'S SAWING MACHINE, as good as new, TO BE SOLD (cheap).

Apply to No. 1001, MINING JOURNAL Office, 26, Fleet-street, London, E.C.

TO BE SOLD.

BEAM ENGINE, 16½ inch cylinder, high pressure or condensing in good working trim, with foundation stones, complete.

PORTABLE ENGINES, for SINKING, MINING, or GENERAL PURPOSES, from 10 to 30-horse power, IN STOCK, or in PROGRESS OF CONSTRUCTION.

Full particulars on application to—

BADGER AND SON,
ENGINEERS, ROTHERHAM.

FOR SALE, BY PRIVATE CONTRACT (together or separately), a MINING SETT, with VALUABLE MACHINERY, PLANT, &c., in the ISLE OF MAN.

The sett is situate in the parish of Maughold, in the Isle of Man, and is very extensive, containing 490 acres, held under lease from the Crown for a term whereof 13 years are now unexpired, at a moderate royalty. One portion of the sett also contains well-known hematite iron ore lodes, which can be cheaply explored, and are close to the shipping port of Ramsey. A further small outlay would probably discover and lay open a rich silver-lead and blende mine.

The MACHINERY, &c., consists of an ENGINE, with an 18 in. cylinder horizontal high pressure slide valve, engine 3 ft. stroke, with all modern improvements, &c., fly wheel, about 2½ tons cast in halves, &c.; BOILER, 26 ft. long, 6 ft. case, 3 ft. tube, made of ⅜ in. plates, weighing from 6½ to 7 tons, with boiler connections, &c.; HEATER and DONKEY ENGINE, &c.; winding and pumping gear; drawing machine complete; about 50 fms. of wire rope and rods, with iron plunger; double purchase winch; air machine; kibbles; other machinery and tools; and a quantity of old and new timber; smiths' and miners' tools, &c.; and also office furniture.

To view, apply to Capt. RICHARD ROWE, Douglas, Isle of Man; or to Mr. JNO. FARAGHER, Ballajora, Maughold, Isle of Man; and for particulars as to price, &c., to RICHARD MITCHELL, Abchurch Chambers, Abchurch-yard, London, E.C.

MINING MACHINERY FOR SALE.—ONE 36 in. cylinder STAMPING ENGINE, with two large fly-wheels, and THREE BOILERS, each 11 tons.

ONE 30 in. cylinder direct acting ENGINE, 12 ft. stroke, with ONE BOILER, 12 tons.

ONE 24 in. cylinder WINDING ENGINE, with CAGE, and ONE BOILER, 12 tons.

May be inspected at Great Wheal Vor Mines, near Helston, Cornwall, and further particulars obtained on application to Mr. J. JAMESON TRURAN, Secretary, 184, Gresham House, London, E.C.

CORNISH PUMPING ENGINES.

FOR SALE, a very good second-hand 50 in. cylinder PUMPING ENGINE, 10 ft. stroke, with TWO CORNISH BOILERS and FITTINGS, 11 tons each; condensing work equal to new.

Also TWO very good 36 in. cylinder PUMPING ENGINES, with or without BOILERS.

Apply to F. W. MICHELL and Co., East Carn Brea, Redruth, Cornwall.

PIT SINKING AND WINDING COAL.

FOR SALE, and ready for immediate delivery, a 14, 18, 25, and 35 horse power PORTABLE STEAM ENGINES, with link motion, reversing gear, winding drum, gear, &c., complete.

Also, a 9 and 18 horse power VERTICAL ENGINES, with link motion reversing gear, suitable for mining operations.

FOR SALE,—An excellent PORTABLE STEAM ENGINE; and a 7-ft. PAN MORTAR MILL. Apply to—

BARROWS AND STEWARTS, ENGINEERS, BANBURY.

FOR SALE, a HORIZONTAL HIGH-PRESSURE ENGINE, 13½ in. cylinder, 24 in. stroke; HORIZONTAL HIGH-PRESSURE ENGINE, 14 in. cylinder, 30 in. stroke; and a PAIR of GUN-METAL PUMPS, 6 in. diameter, 12 in. stroke; also, a TUBULAR BOILER, upto 60-horse power, of Yorkshire plates throughout.

Apply to W. T. HENDRY and Co., 2, Wilson-street, London E.C.

FOR SALE, an EXCELLENT 30-in. cylinder ROTARY ENGINE.

For particulars, apply to JOHN R. DANIELL, Solicitor, Camborne.

ON SALE,—MASSIVE CRUSHING MILL, with two pairs of 24-in. rolls, in cast metal frames.

Also, 250 yards of 1½ in. diameter IRON WIRE WINDING ROPE.

Address, "X. Y. Z.," MINING JOURNAL Office, 26, Fleet-street, London.

VERY SUPERIOR CHEAP LUBRICATING OIL,

SUITABLE FOR EVERY CLASS OF MACHINERY.

AGENTS WANTED IN ALL PARTS OF GREAT BRITAIN.—Only those whose business already brings them in communication with owners of steam-power can be treated with.

Apply to ALEXANDER SPARROW and Co., Liverpool.

DYNAMITE

FOR BLASTING PURPOSES, can now be supplied in packages, containing 50 lbs. each, for export to any part of the World.

Nobel's Dynamite, or Safety Giant Blasting Powder,

Is the CHEAPEST and MOST POWERFUL EXPLOSIVE for every kind of MINING and QUARRYING OPERATIONS; for blasting in hard or soft, wet or dry ROCKS; for clearing land of TREE ROOTS and BOULDER STONES; for rending massive BLOCKS of METAL; for SUBAQUEOUS and TORPEDO purposes; and for recovering or clearing away of WRECKS, &c.

ITS SAFETY is evidenced by the total ABSENCE OF ACCIDENTS in transit and storage; it is insensible to heavy shocks, its GIANT POWER being only fully developed when fired with a powerful percussion detonator, and hence its great safety.

As a SUBSTITUTE FOR GUNPOWDER its advantages are the GREAT SAVING OF LABOUR, rapidity and INCREASE OF WORK done, FEWER and smaller BORE-HOLES required, greater depth blasted, safety in use, NO DANGER FROM TAMPING, absence of smoke, unaffected by damp, &c.

For information, apply to the—

BRITISH DYNAMITE COMPANY (LIMITED), GLASGOW;
OR AT THE
London Export Office, 85, GRACECHURCH STREET, LONDON, E.C.

THE DARLINGTON ROCK BORER.

PATENTED IN GREAT BRITAIN, PRUSSIA, FRANCE, AND VARIOUS CONTINENTAL COUNTRIES.

Makes 300 to 1000 Blows per Minute, as may be required, without Valve or Complicated Gear.

DRIVEN WITH STEAM OR COMPRESSED AIR.

SPECIALLY SUITABLE FOR RAILWAY, QUARRY, AND MINE WORK.

For price and particulars, apply to—

JOHN DARLINGTON,
2, COLEMAN STREET BUILDINGS, MOORGATE STREET, LONDON.

DUNN'S ROCK DRILL,

For Driving Bed-Rock Tunnels, Sinking Shafts, and Performing Open-Field Operations,
IS THE
Cheapest, Simplest, Strongest, and most Effective Drill in the World.
Office: 193, GOSWELL ROAD (near Spencer-street),
CLERKENWELL, LONDON, E.C.

THE "CRANSTON" ROCK DRILL,

Suitable for QUARRYING and OPEN-CUTTING, SINKING SHAFTS, SUBMARINE BLASTING, TUNNELLING, DRIVING ADITS, &c., is now in successful operation in various parts of the World.

Has over SEVEN HUNDRED STROKES PER MINUTE, with a blow of 200 lbs. each stroke.

BORES GRANITE 12 inches per minute.

STEAM BOILERS; AIR COMPRESSORS; BLOWING, PUMPING, WINDING, and all other MINING MACHINERY supplied.

BEST IRON and FLEXIBLE TUBING supplied at lowest rates.

For prices, estimates, and other particulars, apply to—

J. G. CRANSTON, PATENTEE, 22, GREY STREET,
NEWCASTLE-ON-TYNE.

MINING MACHINERY AND TOOLS.

THE TUCKINGMILL FOUNDRY COMPANY,

85, GRACECHURCH STREET, LONDON, E.C. WORKS: TUCKINGMILL.

MANUFACTURERS of every description of MINING MACHINERY, TOOLS, MILLWORK, PUMPING, WINDING, & STAMPING ENGINES.

SOLE MAKERS OF

BORLASE'S PATENT ORE-DRESSING MACHINES AND PULVERISERS.

PRICE LISTS CAN BE HAD ON APPLICATION, AND

SPECIAL QUOTATIONS WILL BE GIVEN UPON INDENTS AND SPECIFICATIONS.

TUCKINGMILL FOUNDRY AND ROSEWORTHY HAMMER MILLS
TUCKINGMILL, CORNWALL, AND 85, GRACECHURCH STREET, LONDON, E.C.

FRANCIS MORTON & CO., LIMITED, LIVERPOOL,

Manufacture, in Galvanised and Corrugated Iron,

IRON ROOFS, IRON BUILDINGS, IRON SHEDS,

Which they have extensively supplied and erected for mining requirements at home and abroad.

ESTIMATES FURNISHED ON RECEIPT OF PARTICULARS.

F. M. & CO.'S PATENT IRON ROOFING TILES OR SLATES ARE IN SPECIAL FAVOUR FOR TEMPORARY COVERING,

They require considerably less framework to carry them than ordinary slates or tiles.

ILLUSTRATED CATALOGUE ON APPLICATION.

London Office, 1, DELAHAY STREET, Westminster,
FIRST DOOR OUT OF GREAT GEORGE STREET.

ST. LAWRENCE ROPE WORKS, NEWCASTLE-ON-TYNE.

ESTABLISHED 1782.

THOMAS AND WILLIAM SMITH,

Manufacturers of all kinds of Iron, Steel, Copper, and Galvanised Wire Ropes, Hemp and Manilla Ropes, &c., Round and Flat Shaft Ropes, Crab Ropes, Guide Ropes, Hauling Ropes, and Galvanised Signal Strand, Ships' standing Rigging fitted complete, Patent Hemp and Manilla Hawsers, Warps, Cordage, Spunyarn, &c., &c., Manilla Yarn for Telegraph Cables, &c., Flat Hemp Ropes for Driving Bands, Steel Plough Ropes, Fencing Wire and Strand, Lightning Conductors, &c.

OFFICES: 1, QUEEN STREET, NEWCASTLE-ON-TYNE; DOCKYARD, NORTH SHIELDS;
1, CROSBY SQUARE, LONDON, E.C.

STORES: DOCKYARD, NORTH SHIELDS; QUAYSIDE, NEWCASTLE; NEW MARKET, SOUTH SHIELDS;
AND EAST INDIA DOCK, BLACKWALL.

LOCOMOTIVE TANK ENGINES

FOR MAIN LINE TRAFFIC, SHORT LINES, COLLIERIES, CONTRACTORS, IRONWORKS, MANUFACTORIES, &c., from a superior specification, equal to their first-class Railway Engines, and specially adapted to sharpcurves and heavy gradients, may always be had at a short notice from—

MESSRS. BLACK, HAWTHORN, AND CO.,
LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS,
GATESHEAD-ON-TYNE.

RAILWAY CARRIAGE COMPANY (LIMITED).—
ESTABLISHED 1847.
OLDBURY WORKS, NEAR BIRMINGHAM.
MANUFACTURERS of RAILWAY CARRIAGES and WAGONS, and EVERY DESCRIPTION of IRONWORK.
Passenger carriages and wagons built, either for cash or for payment, over a period of years.
RAILWAY WAGONS FOR HIRE.
CHIEF OFFICES,—OLDBURY WORKS, NEAR BIRMINGHAM.
LONDON OFFICES,—7, GREAT WINCHESTER STREET BUILDINGS.

THE BIRMINGHAM WAGON COMPANY (LIMITED)
MANUFACTURE RAILWAY WAGONS of EVERY DESCRIPTION, for HIRE and SALE, by immediate or deferred payments. They have also wagons for hire capable of carrying 6, 8, and 10 tons, part of which are constructed specially for shipping purposes. Wagons in working order maintained by contract.
EDMUND FOWLER, Sec.
WAGON WORKS,—SMETHWICK, BIRMINGHAM.
*** Loans received on Debenture; particulars on application.

GOLDENHILL COBALT, NICKEL, COLOUR, BORAX, AND CHEMICAL WORKS,
NEAR STOKE-UPON-TRENT, STAFFORDSHIRE
JOHN HENSHALL WILLIAMSON, MANUFACTURER AND REFINER
Purchaser of Borate of Lime and Tincal.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, 16, OOZELL STREET NORTH, BIRMINGHAM.
STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—
REFINED METALLIC NICKEL.
REFINED METALLIC BISMUTH.
OXIDE OF COBALT.
GERMAN SILVER—IN INGOTS, SHEET, WIRE, &c.
NICKEL AND COBALT ORES PURCHASED.

INCREASED VALUE OF WATER-POWER.

THE EXTRAORDINARY ADVANCE in the PRICE of COALS has DIRECTED more ATTENTION to WATER-POWER, and to the BEST MANNER of APPLYING IT. For many years it has been, to a great extent, neglected and undervalued. One great objection to it has been the variable nature of most streams in these countries, having abundance of water during the winter half-year, and very little in the dry season. No kind of wheel hitherto known was able to give the proper proportion of power from the smaller quantities of water, so that it became the practice very generally to use steam entirely during the summer half of the year, letting the water go to waste. This is now completely prevented, and the full available power can be obtained from a stream at every season by using

MACADAM'S VARIABLE TURBINE.

This wheel (which is now largely in use in England, Scotland, and Ireland) is the only one yet invented which gives proportionate power from both large and small quantities of water. It can be made for using a large winter supply, and yet work with equal efficiency through all variations of quantity down to a fifth, or even less if required. It is easily coupled to a steam-engine, and, in this way, always assists it by whatever amount of power the water is capable of giving, and, therefore, saves so much fuel.

This Turbine is applicable to all heights of fall. It works immersed in the tail-water, so that no part of the fall is lost, and the motion of the wheel is not affected by floods or back-water.

References to places where it is at work will be given on application to the makers—

MACADAM BROTHERS AND CO., ENGINEERS, BELFAST.

WILTON'S MATHEMATICAL INSTRUMENT ESTABLISHMENT,
REMOVED from St. Day to A. JEFFERY'S, CAMBORNE.

W. H. WILTON begs to thank his friends for their liberal support for so many years, and informs them that (having opened business at Valparaiso) he has now declined business in England in favour solely of Mr. A. JEFFERY, MATHEMATICAL INSTRUMENT MAKER, CAMBORNE, whom he considers (having been an assistant to his father for several years) is in every way capable of creditably maintaining the good name universally awarded to Wilton's instruments.

A. JEFFERY

Respectfully begs to inform Mine Managers, Surveyors, Engineers, &c., that having purchased Mr. Wilton's business, and the very valuable acquisitions and appliances belonging thereto, he has enlarged his Mathematical Instrument Manufactory, and is prepared to supply THEODOLITES, DIALS, POCKET DIALS, LEVELS, TRAVERSING and PLAIN PROTRACTORS, CASES OF DRAWING INSTRUMENTS, MEASURING CHAINS and TAPES, ASSAYERS' SCALES and WEIGHTS, ENGINE COUNTERS, and, in short, every description of Instruments used in SURVEYING, MEASURING, MAPPING, &c.

Repairing in all its branches promptly attended to.

TWO COURSES OF LECTURES ON GEOLOGICAL MINERALOGY will be given at KING'S COLLEGE, LONDON, by PROFESSOR TENNANT, to which the public are admitted on paying the College fees. One course is given on Wednesday and Friday mornings, from Nine to Ten o'clock, commencing Wednesday, October 7th, and terminating at Easter, 1875. The other course is given on Thursday evenings, from Eight to Nine, commencing October 8th. The Lectures are illustrated by a very extensive Collection of Specimens.

Practical Instruction in Mineralogy and Geology is given by Prof. TENNANT F.G.S., at his residence, 149, Strand, W.C.

MR. CHARLES F. COLLOM,
MINING ENGINEER, INSPECTOR OF MINES, &c.
TAVISTOCK.
MANAGEMENT OF THE SOUTH DEVON FIRE-CLAY COMPANY.

Patentee of COLLOM'S PATENT REVOLVING FRAME for DRESSING TIN, AMALGAMATING GOLD, &c.
INVESTMENTS IN MINES ARRANGED FOR CAPITALISTS.

CAPTAIN ABSALOM FRANCIS,
GOGINAN, ABERYSTWITH,
MINING AGENT, ENGINEER, AND SURVEYOR.
The great success which is attending the opening and working of the Mines in the counties of Cardigan and Montgomery, and the many properties placed at the disposal of Capt. ABSALOM FRANCIS, induce him to offer his services either to ADVISE, INSPECT, REPORT, or SURVEY, for Mining Companies or private shareholders.
For terms, apply to Capt. ABSALOM FRANCIS, as above.

Now ready,
A HISTORY OF THE CARDIGANSHIRE MINES,
From the earliest ages and authenticated history to A.D. 1874,
WITH THEIR PRESENT POSITION AND PROSPECT
Price Two Shillings and Sixpence.
May be had of Mr. JAMES MAY, Secretary of the Nant-y-rhonen Consols, 184 Palmerston-buildings, London, E.C.; or from the Author, post free, for 2s. 7½d
June 15th, 1874.

Second Edition. Just published, price 8s. 6d.
A NEW GUIDE TO THE IRON TRADE,
OR, MILL-MANAGERS' AND STOCK-TAKERS' ASSISTANT:
Comprising a Series of New and Comprehensive Tables, practically arranged to show at one view the Weight of Iron required to produce Boiler plates, Sheet-iron, and Flat, Square, and Round Bars, as well as Hoop or Strip Iron of any dimensions. To which is added a variety of Tables for the convenience of Merchants, including a Russian Table. BY JAMES ROSE,
Batman's Hill Ironworks, Bradley, near Bilston.

OPINIONS OF THE PRESS.
"The Tables are plainly laid down, and the information desired can be instantaneously obtained."—*Mining Journal.*
"The work is the result of much labour, and is decidedly valuable."—*Engineer.*
"By its use many hours time spent in tedious calculations will be saved and many very serious errors avoided."—*Wolverhampton Chronicle.*
London: MINING JOURNAL Office, 26, Fleet-street; and to be had of all booksellers.

GUIDE TO INVESTMENTS.
Published monthly. Post free.
SPARGO'S "GUIDE TO INVESTMENTS" affords information (ample and correct) of all the best-paying investments.
Capitalists and men of business should consult the "Guide" for reliable and valuable intelligence. THOMAS SPARGO,
Queen's Buildings, Queen Victoria-street, Mansion House, London, E.C.
Established Twenty-six Years.

Just published, Free Edition.
GUIDE TO HEALTH; or, ADVICE AND INSTRUCTIONS FOR THE CURE OF NERVOUS DEBILITY.—A New Medical Work on the Treatment of Local Debility, Consumption, Loss of Memory, Physical Depression, Indigestion, and all diseases resulting from loss of nerve power. Illustrated with cases and testimonials. Sent free for two stamps.—Dr. SMITH will, for the benefit of country patients, on receiving a description of their case, send a confidential letter of advice.—Address, Dr. H. SMITH, 3 Burton-crescent, London, W.C.

THE MINING SHARE LIST.

BRITISH DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Per share.	Last paid
1500	Alderley Edge, c, Cheshire*	10 0 0	—		12 1 8	0 5 0	Apr. 1874
20000	Allt-y-Crib, l, Talybont*	2 0 0	—		0 0 6	0 0 6	Feb. 1873
30000	Bampfylde, c, i, mn., Devon*	1 0 0	5⅝	5¾ 5⅝	0 2 0	0 2 0	June 1873
5500	Blaen Caelan, s-l, Cardigan* (£4 sh.)	3 10 0	—		0 10 9	—	—
200	Botallack, t, c, St. Just§	116 5 0	22	20 22½	619 15 0	5 0 0	Aug. 1872
10000	Bronfloyd,*† s-l, Cardigan	1 7 6	1¼	1½ 1⅝	2 2 0	0 0 6	Jan. 1872
4000	Brookwood, c, Buckfastleigh	1 16 0	4¼	4 4¼	2 18 6	0 4 0	July 1874
3348	Cargoll, s-l, Newlyn§	5 4 5	2	1¼ 1½	4 16 3	0 12 6	Oct. 1872
6400	Cashwell, l, Cumberland*	2 10 0	—		1 6 6	0 2 6	Aug. 1873
1000	Carn Brea, c, t, Illogan†	35 0 0	57½	55 57½	308 0 0	1 0 0	Feb. 1874
6000	Cath. & Jane, l,* Penrhyndendraeth	5 0 0	—		0 7 6	0 7 6	June 1873
2450	Cook's Kitchen, t, Illogan†§	20 4 9	11	10 11	11 17 0	0 7 6	Jan. 1873
10240	Devon Gt. Consols, c, Tavistock†*§	1 0 0	1	⅞ 1⅛	116 10 0	0 12 0	May 1872
4296	Dolcoath, c, t, Camborne	10 14 10	48	46 48	104 14 2	0 10 6	July 1874
6500	Drake Walls, t, c, Calstock	5 0 0	—		0 2 0	0 2 0	July 1874
10000	East Balleswidden, t, Sancreed*	1 0 0	—		0 2 11	0 0 5	Feb. 1874
6144	East Caradon, c, St. Cleer†	2 14 6	1¼	1 1¼	14 19 0	0 2 0	Oct. 1872
300	East Darren, l, Cardiganshire	32 0 0	—		224 10 0	1 0 0	Oct. 1874
6400	East Pool, t, c, Illogan	0 9 9	10	8½ 9	13 11 3	0 2 6	May 1873
1906	East Wheal Lovell, t, Wendron*‡	5 19 0	12	11 12	20 0 0	0 7 6	July 1874
5000	Exmouth, s-l, Christow	0 7 6	—		0 1 0	0 1 0	May 1873
2800	Foxdale, l, Isle of Man*†	25 0 0	—		80 15 0	0 10 0	Sept. 1872
40000	Glasgow Cara., c* [30,000 £1 p., 10,000 15s. p.]		1⅜	1⅜ 1½	0 5 10	0 1 0	Aug. 1874
15000	Great Laxey, l, Isle of Man*	4 0 0	12	11½ 12	16 17 0	0 6 0	Apr. 1874
25000	Great West Van, l, Cardigan*	2 0 0	1¼	1 1⅛	0 2 0	0 1 0	Aug. 1874
5908	Great Wheal Vor, t, c, Helston†§	40 15 0	—		15 19 6	0 2 6	June 1872
6400	Green Hurth, l, Durham*	0 6 0	—		1 8 0	0 4 0	May 1874
20000	Grogwinion, l, Cardigan*	2 0 0	2½	2 2½	0 0 8	0 0 8	July 1874
1024	Herodsfoot, l, near Liskeard†	8 10 0	3½	3 3¼	62 5 0	0 15 0	Oct. 1872
18000	Hingston Downs, c, Calstock*† (£1 sh.)	—	1⅜	1 1¼	4 3 0	0 5 0	Dec. 1872
25000	Killaloe, sl, Tipperary	1 0 0	—		0 3 11½	0 0 6	Mar. 1873
400	Lisburne, l, Cardiganshire	18 15 0	—		564 10 0	1 0 0	July 1874
5120	Lovell, t, Wendron	0 10 0	1½	1 1½	0 17 6	0 1 6	Jan. 1874
11000	Melindur Valley, l, Cardigan*	3 0 0	2¾	2¼ 2¾	0 3 7	0 3 7	June 1874
9000	Minera Mining Co., l, Wrexham*	5 0 0	15	10 15	•63 13 2	0 1 6	Sept. 1874
20000	Mining Co. of Ireland, cl, c, l*	7 0 0	—		0 8 0	0 3 6	July 1872
12000	North Hendre, l, Wales	2 10 0	—		0 15 0	0 2 6	June 1874
2000	North Levant, t, c, St. Just§	11 9 6	5	4½ 5	4 13 0	0 12 0	Sept. 1873
7000	Old Treburgett,* s-l, ordinary shares	1 0 0	⅝	½ ⅝	0 0 9	0 0 9	Feb. 1874
9000	Old Treburgett,* s-l (10 per ct. pref.)	0 10 0	⅜	⅜ ½	0 0 10½	0 0 10½	Feb. 1874
5694	Pedn-an-drea, t, Redruth§	9 2 0	—		0 5 0	0 5 0	Nov. 1871
5000	Penhalls, t, St. Agnes	3 0 0	1½	1 1½	3 5 0	0 2 0	July 1874
50000	Penstruthal, t, c, Gwennap	2 0 0	⅝	½ ⅝	0 1 0	0 1 0	Nov. 1873
6000	Phœnix, t, c, Linkinhorne§	4 13 4	4½	4 4½	39 19 10	0 4 0	Nov. 1872
1772	Polberro, t, St. Agnes	15 0 0	—		1 12 6	0 5 0	Mar. 1872
18000	Prince Patrick,* s-l, Holywell	1 0 0	—		0 7 0	0 2 0	July 1874
1120	Providence, t, Lelant†§	16 16 7	3½	4 5	104 12 6	0 10 0	Sept. 1872
2000	Queens, s-l, Holywell*	2 0 0	2½	2 2½	0 2 0	0 2 0	Sept. 1874
2000	Roman Gravels, l, Salop*	7 10 0	14½	14 14½	4 2 0	0 8 6	Aug. 1874
10000	Shelton, cl, t, St. Austell	1 0 0	—		0 1 0	0 1 0	Feb. 1872
512	South Caradon, c, St. Cleer	1 5 0	100	95 100	715 0 0	2 0 0	July 1874
5000	South Carn Brea, c, t, Illogan	1 17 6	2¼	1¾ 2¼	0 10 0	0 2 6	July 1872
6000	South Darren, l, Cardigan*	3 6 6	—		1 1 6	0 1 6	Nov. 1870
8771	St. Just Amalgamated, t*	3 10 0	—		0 9 0	0 4 0	Nov. 1871
12000	Tankerville, l, Salop*	6 0 0	7½	7¼ 7¾	3 8 0	0 6 0	Feb. 1873
6000	Tincroft, c, t, Pool, Illogan†	9 0 0	31	30 31	47 8 6	0 5 0	Aug. 1874
15000	Tretoil,* t, i, Bodmin	2 0 0	—		0 1 0	0 1 0	Mar. 1874
4000	Trumpet Consols, t, Helston	6 5 0	3	3 3½	9 11 0	0 10 0	Nov. 1872
15000	Van, l, Llanidloes*	4 5 0	24	22 24	13 9 6	0 10 0	Oct. 1874
3900	W. Chiverton, l, Perranzabuloe†	10 0 0	2	1¾ 2¼	52 10 0	0 5 0	June 1873
512	West Tolgus, c, Redruth	98 0 0	77½	70 72½	1 0 0	1 0 0	Aug. 1874
2048	West Wheal Frances, t, Illogan	27 3 9	11	9½ 10½	3 12 6	0 5 0	Oct. 1872
512	Wheal Basset, c, Illogan†	5 2 6	22½	20 22½	638 10 0	1 10 0	Aug. 1872
4295	Wheal Kitty, t, St. Agnes	5 4 6	6	5½ 6½	11 17 0	0 2 6	Sept. 1874
896	Wheal Margaret, t, Uny Lelant§	15 17 6	—		82 2 3	0 10 0	May 1872
10000	Wheal Mary, t, St. Dennis*	5 0 0	—		0 1 0	0 1 0	Jan. 1873
80	Wheal Owles, t, St. Just§	76 5 0	75	70 75	522 10 0	4 0 0	Aug. 1872
12000	Wheal Russell, c, Tavistock	1 0 0	—		0 2 9	0 0 9	Mar. 1874
15000	Wheal Tregoss,* t, Roche	1 0 0	—		0 1 0	0 1 0	Jan. 1873
10000	Wheal Whisper, t, c, Warleggan*	1 0 0	—		0 1 6	0 0 6	May 1873
25000	Wicklow, c, sul, i, Wicklow	2 10 0	—		52 9 0	0 2 6	Mar. 1872

FOREIGN DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Total divs.	Per share.	Last paid
35500	Alamillos, l, Spain*†	2 0 0	1¼	1¼ 1¾	1 5 9	0 2 0	Sept. 1874
30000	Almada and Tirito Consol., s*†	1 0 0	¾	½ ¾	0 4 3	0 1 0	May 1873
20000	Australian, c, South Australia†	7 7 6	1¾	1½ 1¾	0 11 6	0 2 0	July 1873
10000	Battle Mountain,* c, (6240 part pd.)	5 0 0	—		0 10 0	0 10 0	Nov. 1872
15000	Birdseye Creek, g, California*	4 0 0	2¾	2⅜ 2⅝	0 14 0	0 2 6	June 1874
6000	Bensberg, l, Germany*	10 0 0	—		0 17 4	0 8 0	July 1873
12320	Burra Burra,* c, So. Australia	5 0 0	—		56 0 0	0 10 0	Oct. 1872
20000	Cape Copper Mining,*† So. Africa	7 0 0	29	26 28 xd	17 15 0	1 0 0	Sept. 1874
40000	Cedar Creek, g, California*	5 0 0	1⅝	1¼ 1½	0 5 0	0 2 6	June 1873
30000	Central American Association*†	0 16 6	—		0 6 0	0 1 0	July 1869
15000	Chicago, s, Utah*	10 0 0	—		0 16 0	0 4 0	Sept. 1873
21000	Colorado Terrible, s-l, Colorado*†	5 0 0	3½	3¼ 3½	0 9 6	0 1 6	July 1874
76162	Don Pedro North del Rey*†	0 16 0	⅜	⅛ ⅜	2 5 9	0 2 0	Mar. 1872
33500	Eberhardt and Aurora, s, Nevada*†	10 0 0	6½	5⅝ 6⅜	1 0 0	1 0 0	July 1871
2352	Eldorado, g, Nova Scotia*	10 0 0	—		2 5 0	0 15 0	June 1873
60000	Emma,* g, s, Utah (25,000 fully pd.)	20 0 0	1⅜	1¼ 1½	3 12 0	0 6 0	Dec. 1872
70000	English and Australian, c† S. Aust.	2 10 0	1⅝	1½ 1⅜	2 7 3	0 2 6	Mar. 1873
15000	Ferguson, g, California*	2 0 0	—		0 3 0	0 3 0	April 1872
30000	Flagstaff, s, Utah*	10 0 0	3½	2⅞ 3⅛	4 2 0	0 5 0	July 1873
25000	Fortuna, l, Spain*†	2 0 0	4¼	3¾ 4⅛	4 6 10	0 2 6	Sept. 1874
30000	Gold Run, hyd.	1 0 0	½	¼ ½	0 2 4	0 0 4	Oct. 1872
68000	Kapunda Mining Co. Australia†	1 3 0	⅜	⅛ ⅜	0 2 4	0 0 6	June 1873
20000	Last Chance, s,* Utah	5 0 0	1¼	¾ 1	0 14 0	0 2 0	July 1873
15000	Linares, l, Spain*†	3 0 0	3¾	3¼ 3¾	14 14 2	0 3 4	Sept. 1874
7837	Lusitanian, Portugal*† (£5 shares)	3 10 0	1¼	1 1¼	1 11 6	0 1 6	Mar. 1873
15000	Mammoth Copperopolis of Utah, c, s	10 0 0	—		0 5 0	0 5 0	Dec. 1872
5000	Mountain Chief, s, Utah*	10 0 0	—		0 4 0	0 4 0	Jan. 1873
18000	Prussian Mining & Ironworks, cl, i.	30 0 0	—		6 0 0	3 0 0	July 1873
10000	Pontgibaud, s-l, France†	20 0 0	21	19 21	15 16 8	0 19 9	June 1874
100000	Port Phillip, g, Clunes*†	1 0 0	⅝	⅜ ⅝	1 8 0	0 1 0	Jan. 1872
51000	Richmond Consols, s, Nevada*†	5 0 0	6½	6⅛ 6⅞	1 16 6	0 5 0	July 1874
120000	Scottish Australian Mining Co.*†	1 0 0	1⅝	1⅛ 1¾	15 per cent.		May 1874
112500	Sierra Buttes, g, California*†	2 0 0	2¼	1¼ 1½	1 8 0	0 2 0	Dec. 1873
60000	South Aurora, s, Nevada*	5 0 0	⅝	½ ⅝	0 14 2	0 2 0	Nov. 1873
15000	Sweetland Creek, g, California*†	4 0 0	3	2⅝ 2⅞	2 18 0	0 2 0	Sept. 1874
20000	Tolima, g, s* (6000 sh. are £5 f. pd.)	4 0 0	3½	3 3½	0 11 6	0 6 6	May 1874
500	Westphalian, s-l, c, Prussia*	20 0 0	—		54 0 0	20 0 0	Dec. 1873
15000	Western Andes, s* (8000 £5 fy. pd.)	3 10 0	3¼	3 3¼	1 3 7	1 0 0	Aug. 1874

NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.	Last Call.
20000	Anglo-Australian, g, Victoria*	2 10 0	—		Sept. 1872
20000	Australian United, g, Victoria*†	2 10 0	1⅜	1¼ 1½	Fully pd.
3000	Bellavista, s, Peru* (£10 shares)	10 0 0	—		Fully pd.
30000	Blue Tent, hyd., California	5 0 0	5¼	5 5¼	Fully pd
50000	Braganza, g, Brazil*†	0 15 0	—		Oct. 1870
12000	Camp Floyd, s, Utah*	10 0 0	—		Fully pd.
35000	Cesena Sulphur Company, Romanga, Italy*	10 0 0	—		Fully pd.
50152	Chontales, g, s, Nicaragua*† (and 12,542 of £1 15s.)	2 0 0	⅝	½ ⅝	Fully pd.
6000	Clifton, s, Colorado*	5 0 0	—		Feb. 1872
10000	Crescent, g, Plumas County, California*	10 0 0	—		Fully pd.
100000	Cuiaba, g, Minas Geraes, Brazil*	0 17 6	—		June 1872
10000	Douglas, s, Georgetown, Col.	5 0 0	—		Fully pd.
7500	East Sheboygan Preference* (40,000 ordinary shares)	2 0 0	—		Fully pd.
35000	Excelsior Hydraulic Gold Washing Co., California*	6 0 0	—		Dec. 1871
60000	Exchequer, g, s, California*	1 0 0	—		Fully pd.
55000	Frontino and Bolivia, g, New Granada*†	2 0 0	⅝	⅜ ½	Fully pd.
50000	General Brazilian, g*	1 0 0	—		Fully pd.
10000	Goetzel Tunnel Co., Georgetown, Col.	7 0 0	—		Fully pd.
40000	Holcombe Valley, g,* California	1 0 0	1⅛	1 1⅛	July 1873
6000	Hornachos,* s-l, (£10 shares)	9 0 0	—		Jan. 1874
20000	Imperial Brazilian Collieries, Brazil*	5 0 0	—		Fully pd.
20000	Independence, g, California*	5 0 0	2¾	2¼ 2¾	Fully pd.
20000	I. X. L., g, s, California*	5 0 0	—		Fully pd.
50000	Javali, g, Nicaragua*	2 0 0	½	¼ ½	Fully pd.
12000	Lanestosa,* l, z, Viscaya, Spain (£2 shares)	1 10 0	—		Jan. 1874
65000	London and California, g*†	2 0 0	—		Fully pd.
75000	Malabar, g, Colombia* (65000 issued)	1 0 0	⅝	½ ⅝	Fully pd.
4000	Malaga, l, Spain*	10 0 0	—		Fully pd.
40000	Malpaso, g, Colombia* (10000 pref. shares, 10s. paid)	1 0 0	⅝	⅝ ¾	Fully pd.
12000	Menzenberg, c, Honnef, Germany*	5 5 0	—		Fully pd.
14000	Montague & Waverley Gold Quartz Crushing Co.,* N.Scot.	2 0 0	—		Allotment
6000	Monte Loreto, g, c, Italy*	5 0 0	—		Fully pd.
15000	New Pacific, g, s, Nevada*	0 7 6	¼	⅜ ½	Jan. 1874
66000	New Quebrada, c, Venezuela*	5 0 0	3⅛	3 3¼	Fully pd.
50000	New Rosario, s, Mexico*	1 0 0	1	⅞ 1	Fully pd.
20000	New Zealand Kapanga, g, Coromandel*	5 0 0	3¼	3 3½	Fully pd.
10000	Newfoundland,* l	10 0 0	—		Fully pd.
20000	North American, g*	4 0 0	—		Fully pd.
50000	Panulcillo, c, Chili*†	4 0 0	1¼	1 1¼	Fully pd.
80000	Pestarena United, g, Italy*†	3 0 0	—		Fully pd.
50000	Rica, g, Colombia* (40000 issued)	1 0 0	½	⅜ ½	Fully pd.
1[illegible]0000	Rio Tinto,* c, Huelva, Spain	8 0 0	8	7½ 8	Jan. 1874
1[illegible]0000	Rossa Grande, g, Brazil*† (£1 shares)	0 19 0	¼	⅛ ¼	July 1872
32500	Ruby Consolidated, s, Nevada*	10 0 0	—		Fully pd.
30000	Russia, c, Orenburg and Uta*†	10 0 0	2½	2 2½	Fully pd.
25000	San Pedro, c, Chili*	2 0 0	—		Fully pd.
3[illegible]000	Santa Barbara,* g, Brazil	0 7 6	⅜	¼ ⅜	Mar. 1872
1[illegible]000	Silver Plume, s, Colorado*	1 0 0	—		Fully pd.
3[illegible]500	Snowdrift, s, Colorado*	2 0 0	—		Fully pd.
£2[illegible]00	St. John del Rey*† (£5 stock and its multiples can be dealt in)		253	240 250	"Stock"
2[illegible]000	St. Lawrence, g,* California	5 0 0	—		Fully pd.
2[illegible]000	Star of Nevada, s* (12000 issued)	2 0 0	—		Fully pd.
80000	Tecoma, s, Utah*	10 0 0	⅝	½ ⅝	Fully pd.
20000	Thornhill Reef, g, Australia*	1 0 0	¼	¼ ½	Fully pd.
48174	United Mexican, s, Mexico*†‡	28 7 8	2¾	2¼ 3	May 1868
14000	Utah, g, s-l, Utah*	5 0 0	½	¼ ½	Fully pd.
25000	Victoria (London)*, g, Australia (25,000 sh. 16s. pd.)‡	1 0 0	½	¼ ½	Fully pd.
75000	Yorke Peninsula, s, South Australia	1 0 0	⅜	¼ ⅜	Fully pd.

§ Have made calls since last dividend was paid

NON-DIVIDEND MINES.

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.
25000	Aberdaunant, l, Llanidloes*	1 0 0	1½	1¼ 1½
10000	Aberystwith,* s-l, Cardigan	4 0 0	—	
12000	Assheton, l, Carnarvonshire*	5 0 0	2¼	1¾ 2¼
50000	Ballycummisk,* c, Schull	2 0 0	—	
12000	Bedford Consols, c, Tavistock	1 7 0	—	
12000	Bedford United, c, Tavistock	1 17 6	1	¾ 1
25000	Belstone,* c, Devon (3000 sh. 2s.6d. pd.)	1 0 0	⅞	¾ ⅞
5000	Blue Hills, t, c, St. Agnes	2 4 6	—	
15000	Bog, l, Shropshire*	2 0 0	½	¼ ½
12000	Bowden Hill,* mn (7000 sh. £1 pd.)	0 15 0	—	
20000	Brynambor, l, Cardigan	1 0 0	—	
30000	Burrow & Butson,* t, c, bl, St. Agnes	1 0 0	—	
20000	Burra Burra,* t, c, bl, Kenwyn	1 0 0	⅞	¾ ⅞
5468	Bwadrain, s-l, Cardigan* (£4 shares)	3 16 0	—	
4896	Bwlch Consols, s-l, Cardigan*‡ (£5 sh.)	4 17 6	—	
12000	Cae Gynon, l, Cardiganshire*†	2 0 0	—	
30000	Caldbeck Fells, l, Cumberland*	2 0 0	—	
600	Carden* (£10 shares)	4 0 0	—	
5584	Carn Camborne, c, t, Camborne	5 3 6	¼	⅛ ¼
10000	Castle Gate, t, St. Colomb*	1 0 0	—	
10000	Cathedral, t, c, Gwennap*	1 10 0	1¾	1¼ 1¾
3000	Cefn Brwyno (lim. to £5)	5 0 0	—	
10000	Central Van,* l, bl, Llanidloes	5 0 0	—	
24000	Court Grange, s l, Cardiganshire	0 10 0	⅜	¼ ⅜
24051	Crenver & Abraham*† (25949 sh. £1)	2 0 0	¾	½ ¾
15000	Cwm Bychan,* s.l, Montgomery	1 0 0	—	
15000	Cwm Nant Ddu,* l, Montgomery	1 0 0	—	
10000	Cwm Ricket and Maesnant, l, Mont.*	2 11 0	—	
256	Cwmystwith, l, Cardiganshire‡	60 0 0	—	
15000	Deer Park, t, c, Tavistock	2 0 0	—	
7500	Denbighshire Consolidated, l*	3 0 0	3	2 3
656	Ding Dong, t, Gulval	49 14 6	8	6 8
12000	Dolwen Consols, l, Cardigan*	1 0 0	—	
10000	Duchy Great Consols, c, Calstock	3 0 0	—	
10000	Dunsley W. Phœnix, t, Linkin.*	2 0 0	—	
15000	Dyliffe,* l, Montgomeryshire	6 0 0	—	
512	East Basset, c, Redruth†‡	73 10 0	1⅛	3 4
800	East Black Craig,* l., Scotland	25 0 0	—	
3000	East Boscaswell, t, St. Just	5 0 0	—	
4000	East Chiverton, l, Perranzabuloe	6 5 0	1⅜	1¼ 1⅜
3000	East Dolcoath, t, Illogan	10 0 0	—	
6000	East Grenville, c, Camborne	6 16 6	½	¼ ½
4000	East Gunnislake and So. Bedford, c.	13 13 0	—	
50000	East Llangynog, l, Montgomery*	2 0 0	—	
30000	E. Nant-y-mwyn,* l, Brecknockshire.	1 0 0	—	
15000	East Van, l, Llanidloes*	5 0 0	½	⅝ ⅞
20000	Elgar,* s-l, Cardiganshire	1 0 0	—	
12800	Excelsior, t, c, Stoke Climsland	0 10 6	—	
5000	Flintshire,* l	6 0 0	—	
12800	Florence and Tonkin United* l.	0 10 0	—	
10000	Franco Consols, t, c*	1 0 0	—	
5000	Frank Mills, l, Christow	4 16 0	¼	⅛ ¼
8000	Fronvellan, l, Mont.* [4000 sh. fy. pd.]	0 15 0	—	
18000	Furze Hill, t, Tavis.*	1 0 0	—	
3950	Gawton, c, Tavistock	3 15 0	½	¼ ½
5000	Gem, t, Whitchurch	2 10 0	—	
12500	Gilfach, s-l, Llangadock	2 0 0	—	
10000	Glan Severn, s-l, Flintshire	1 0 0	—	
15000	Gobbett, t, Dartmoor	1 0 0	1½	1¼
12000	Goginan, and Level Newydd, Card., l	1 5 0	—	
7500	Gorsedd and Celyn Level, l, Flint	2 0 0	2	1 2
10000	Great Mountain, s-l, Carnarvon*	1 0 0	—	
2000	Great Retallack, s-l, b, Perranzabuloe	3 8 0	—	
4400	Gt. West Chiverton, s-l (8000 shares)	2 10 0	—	
4096	Great Wh. Lovell, t, Wendron	2 15 0	—	
10240	Gunnislake (Clitters'), t, c	5 5 0	1⅛	1 1⅛
12000	Islay, l, Scotland*	1 0 0	—	
6000	Keswick United, l*	5 0 0	—	
6000	Killifreth, t, Chacewater	1 2 0	¼	⅛ ¼
50000	Kingston Valley, l, Cornwall	1 0 0	1¼	1⅛ 1¼
12000	Ladywell,* l, Salop	2 10 0	3	2¾ 3
2500	Levant, c, t, St. Just	8 10 0	—	
10000	Llanarmon, Denbigh	2 0 0	—	
20000	Llanidloes Wh. Van,* l, Montgomery	1 0 0	—	
30000	Llanrwst, l, Carnarvon	2 0 0	2⅜	2¼ 2½
17000	Llywernog, l, Cardiganshire	0 16 0	—	
9000	Marke Valley, c, Caradon*	4 18 6	1⅛	1 1⅛
6000	Medlyn Moor, t, Wendron	0 12 10	—	
8000	Mellanear, c, Hayle*	4 0 0	—	
25000	Mount Dalby, s-l, Isle of Man*	1 0 0	—	
6144	Nangiles, t, c, Kea	9 14 0	½	¼ ½
4000	Nanty, l, Montgomeryshire*	1 0 0	—	
2000	Nant y-Ricket,* c, l, Montgom.	5 0 0	—	
10000	New Beldon, l, Northumberland*	1 0 0	—	
8000	New Dolcoath, t, c, Camborne*	3 0 0	1⅛	1 1⅛
4096	New East Lovell, t, Wendron	0 10 0	—	
2000	New Hendra, t, Breage	2 1 0	1	⅞ 1
6000	New Hobb's Hill, t, Liskeard*	2 0 0	2¼	2 2¼
6400	New Pembroke, t, c, Par Station	5 4 6	1	⅞ 1
5000	New Rosewarne, c, Gwinear	4 7 0	⅜	¼ ⅜
3000	New Silver Rake, s,l, Flintshire	5 0 0	—	
3200	New South Merllyn, l, Flint*	2 10 0	—	
5000	New St. Blazey,* t, Cornwall	0 17 6	1⅛	⅞ 1⅛
1200	New West Rosewarne, t, Gwinear	7 10 0	2	1½ 2
4000	New Wh. Grylls, t, Perranuthnoe	0 16 6	—	
1200	New Wh. Seton, c, Camborne	36 16 8	¾	½ ¾
25000	North Laxey*	2 0 0	—	
20000	North Prince Patrick,* l, Holywell	1 0 0	1⅛	1 1¼
2000	North Wheal Towan, t, c, Illogan	1 19 6	—	
10000	North Pool, c, Illogan* (Reserve 2500)	2 0 0	½	¼ ½
1000	North Rosewarne, c, Gwinear	6 12 6	2	1¾ 2
8000	North Treleigh Wood, t, Redruth*	1 0 0	1	¾ 1
5936	North Treskerby, c, St. Agnes	3 8 10	1⅛	1 1⅛
12000	Old Batholes,* l, Salop	1 10 0	—	
1200	Old Bottle Hill, t, c, Plympton	2 10 0	2	1½ 2
2500	Old Tincroft, c, t, Illogan*	4 0 0	4⅜	4⅛ 4⅜
1024	Parbola, t, Gwinear	1 11 6	1¼	1⅛ 1¼
16923	Parys Mountain,* c, Anglesea	3 0 0	½	⅜ ½
1621	Penhale Wheal Vor, t, c, Helston	16 15 0	—	
12000	Pennerley, l, Shropshire*	2 0 0	1½	1⅜ 1⅝
16000	Perkins Beach, l, Salop*	1 0 0	½	¼ ½
3000	Phœnix, s-l, Perranzabuloe	9 0 0	—	
12000	Plynlimmon, l, Llanidloes*	2 5 0	½	⅜ ½
2000	Polbreen, t, St. Agnes	6 10 0	—	
2000	Prideaux Wood, t, Llanivery	5 0 0	—	
12800	Prince of Wales, c, Calstock‡	1 4 0	⅝	½ ⅝
15000	Rookhope Valley, l, Durham*	4 0 0	¾	⅝ ¾
5869	Rosewall Hill and Ransom, t	4 5 0	⅜	¼ ⅜
6000	Rosewarne United, c, t, Gwinear	1 10 0	½	⅜ ½
3000	Russell, s-l, Swymbridge	0 6 0	—	
4200	Snowbrook,* s-l, Montgomeryshire	5 0 0	—	
6123	South Condurrow, t, c, Camborne‡	6 5 6	3½	3 3½
512	South Dolcoath, c, t, Redruth	12 5 0	1⅛	1 1⅛
5000	South Great Work, t, St. Hilary	2 14 0	—	
12000	South Kit Hill, t, Callington*	1 0 0	—	
12000	South Lisburne, l, bl, Cardigan*	0 12 6	—	
700	South Margaret, t, Ludgvan	1 10 0	—	
12000	South Phœnix, t, c, Linkinhorne*	1 0 0	¾	⅝ ¾
18000	South Roman Gravels, l, Salop*	1 10 0	1	⅝ ⅞
6000	South Roskear, t, c, Camborne	6 0 0	5	4 5
6000	South Tolcarne, t, c, Camborne	0 15 0	½	¼ ½
12000	South Van,* l, Montgomeryshire	1 0 0	—	
3000	South Ward, l, Beerferris	3 0 0	1¼	1 1¼
937	South Wheal Crofty, c, Illogan	33 10 10	11	10 11
496	South Wh. Frances, c, Illogan†	44 3 9	10½	10 12
6000	South Wheal Kitty, t, St. Agnes	0 5 0	—	
4000	St. Agnes Consols, t*	5 6 0	5	4½ 5
14000	St. Blazey t.* (£2 10s. shares)	2 0 0	1½	1¼ 1¾
940	St. Ives Consols, t, St. Ives	12 15 0	8	7 8
6000	St. Lawrence, Amal., l, Flintshire*	2 0 0	—	
16000	Success, &c., l, Derb. (12,000l. called)	1 0 0	—	
12000	Tamar Consols, s-l, Lifton, Devon	1 0 0	1	⅞ 1
3879	Tamar Valley, s-l, Beeralston	1 10 0	—	
6400	Teesdale,* l, Durham	0 5 0	1¼	1 1¼
4000	Teign Valley, l, bar., Bridford	1 0 0	—	
3526	Tin Valley, St. Neot	1 13 6	—	
5000	Treleigh Wood, t, Redruth	4 8 0	—	
1024	Treleigh Wood United, t, Redruth	1 5 0	¾	½ ¾
547	Trelyon Consols	15 0 0	⅝	½ ⅝
12000	Trethellan, s-l, Crantock*	2 0 0	—	
7500	Tresellyn, t, Altarnun	2 10 0	—	
2800	Trevarrack, t, c, Uny Lelant	4 0 0	1⅝	1⅜ 1⅝
200	Tucker's Downs, Camborne	2 0 0	—	
12000	Tyllwyd,* s-l, Cardigan	1 0 0	1½	1¼ 1⅝
6000	Unity Wood, t, c, Kenwyn	2 17 6	½	½ ¾
20000	Van Consols, l, Llanidloes*	2 10 0	2½	2⅛ 2⅜
1000	Vaughan, s-l, Cardigan	9 0 0	—	
20000	Victoria, t, Perranzabuloe	1 0 0	—	
30000	Welsh, l, Cardigan*	1 0 0	—	
6000	West Basset, c, Illogan†‡	3 16 8	8¾	8¼ 8¾
100	West Condurrow, t,c, Camborne	5 0 0	—	
10000	W. Esgair Lle, l, Card.*	2 0 0	2¼	2 2¼
5000	West Godolphin, t, c, Breage	1 10 6	1⅛	1 1⅛
12000	West Goginan,* Cardiganshire	2 0 0	2¼	2 2¼
15000	West Great Work, t, Breage*	1 0 0	1¼	1 1¼
10000	West Llangynog, s-l, Montgomery	2 0 0	—	
12000	West Maria & Fortescue, t, c, Lamer.	4 9 0	½	⅜ ½
5000	West Milwr, s-l, Flint	1 0 0	—	
12000	West Pant-y-Go, s-l, Flint*	1 0 0	—	
3000	West Phœnix, t, Linkinhorne	0 18 0	—	
1403	West Polbreen, t, St. Agnes	3 5 0	—	
10000	West Roskear, t, s-l, bl, c, Camborne	0 2 0	—	
12000	West Tankerville, l, Salop*	3 0 0	1	¾ 1
2000	West Wheal Lucy, t, c, Lelant	1 10 6	—	
6000	West Wheal Gorland, t,c	3 14 0	—	

NON-DIVIDEND MINES—*Continued.*

Shares.	Mines.	Paid.	Last Pr.	Clos. Pr.
292	West Wheal Seton, c, Camborne†	55 15 0	22½	20 22½
6000	Wheal Agar, c, Illogan	10 0 0	1¼	1⅛ 1¼
6000	Wheal Argus, t, Sancreed	0 10 0	—	
25000	Wheal Arthur, t, c, Calstock*	1 0 0	—	
741	Wheal Basset and Grylls, t	9 18 6	—	
6000	Wheal Coates, t, St. Agnes	2 0 0	—	
6000	Wheal Crebor, c, Tavistock	4 1 0	1¼	1 1¼
8400	Wheal Emma, t, c, Buckfastleigh	1 10 0	—	
5179	Wheal Grenville, c, Camborne*	9 2 6	4¾	4¼ 4¾
2048	Wheal Jane, t, Kea	2 13 10	2¼	2 2¼
12000	Wheal Jewell, c, Marazion	1 1 0	—	
12000	Wh. Mary Hutchings,* t, Plympton.	1 11 0	1½	1¼ 1½
3000	Wheal Peevor, t, Redruth	5 2 6	2½	2 2½
6000	Wheal Prussia, t, Redruth	2 0 0	—	
10000	Wheal Ruby, t, Ludgvan	1 0 0	—	
4568	Wheal Sparnon, t, Redruth	4 0 0	—	
1000	Wheal Speedwell, t, c, Breage	1 0 0	—	
4096	Wheal Uny, t, c, Redruth	12 9 6	1⅝	1¼ 1⅝
6000	Wheal Vincent, t, Alternun	1 11 0	—	
12000	Willoughby, l, Llanrwst	2 10 0	—	
10000	Wood Close & Polgooth, t, St. Mew.*	2 10 0	—	
10000	Wye Valley, l, Montgomery*	3 0 0	3¾	3½ 3¾
1200	Zennor, t, Cornwall	5 0 0	10½	10 10½

IRON AND COAL COMPANIES.

Shares.	Company.	Paid.	Price.	
£100	John Abbot and Co. [L.]	£75 0 0	—	
15	Albion Steel and Wire Co. [L.]	10 0 0	10¾	10½ dis.
5	Alltami Colliery Co. [L.]	5 0 0	par	½ pm.
100	Ashbury Co. [L.]	90 0 0	44	34 dis.
10	Bagnall, John, and Sons [L.]	10 0 0	2¾	2¼ dis.
10	Benhar Coal Co. [L.]	10 0 0	4	4½ pm.
50	Bilbao Iron Ore Co. [L.]	35 0 0	1¾	2¾ pm.
10	Bilson & Crump Meadow Coll. Co. [L.]	7 0 0	¾	1 pm.
100	Birmingham & Blakely Hall Coll. Co.	100 0 0	27½	
4	Blaen Cwmbach Coal Co. [L.]	4 0 0	½	¾ pm.
50	Blaenavon Iron and Steel Co. [L.]	37 10 0	—	
50	Blochairn Iron Co. [L.]	15 0 0	—	
100	Bolckow, Vaughan, and Co. [L.]...A	35 0 0	19¾	20 pm xd
30	Ditto ditto ...B	30 0 0	19	19½ pm xd
50	Bowling Iron Co. [L.]	50 0 0	25	30 pm.
5	Brynkinalt Collieries [L.]	5 0 0	—	
50	Britannia Ironworks [L.]	25 0 0	—	
50	Brown, Bailey, and Dixon [L.]	40 0 0	19	18 dis.
100	Brown, John, and Co. [L.]	70 0 0	8	8½ pm.
100	Cammell and Co. [L.]	80 0 0	5	4 dis.
20	Cannock and Huntingdon Coal [L.]	2 0 0	—	
10	Cardiff & Swansea St. Coal Co. [L.]	4 0 0	⅝	⅜ dis.
10	Cardigan Steel and Wire Co. [L.]	5 10 0	7½	6¾ dis.
10	Central Swedish Iron and Steel [L.]	10 0 0	4	6
5	Chapel House Colliery	5 0 0	½ dis.	par
50	Charlton Iron Co. [L.]	35 0 0	18	17½ dis.
50	Chatterley Iron Co. [L.]	40 0 0	13	12 dis.
10	Chillington Iron Co. [L.]	10 0 0	4	3½ dis.
1	Clee Hill Colliery Co. [L.]	1 0 0	—	
10	Consett Iron Co. [L.]	7 10 0	15⅞	16 pm.
1	Consett Spanish Ore [L.]	1 0 0	⅞	1
50	Cooke, William, and Co. [L.]	20 0 0	10½	10 dis.
20	Darlington Iron Co. [L.]	8 0 0	½ dis.	par
10	Davis's Merthyr Colliery Co. [L.]	10 0 0	—	
50	Davy Brothers [L.]	22 10 0	16	16½ pm.
32	Ebbw Vale Co. [L.]	29 0 0	5⅛	5 dis.
6	Fairbairn Engineering	5 0 0	2	1½ dis.
10	General Mining Ass. [L.] (£1 returned)	9 0 0	8½	9½
10	Glasgow Port Washington [L.]	6 0 0	2¾	2½ dis.
20	Great Western Coal Co. [L.]	17 0 0	—	
2	Gwyngwillim Colliery Co. [L.]	2 0 0	—	
15	Hopkins, Gilkes, and Co. [L.]	10 0 0	3	2 dis.
10	Ifton Rhyn Colliery Co. [L.]	7 10 0	7½	6½ dis.
50	Knowles, Andrew, and Sons [L.]	17 0 0	¾	½ pm.
10	Llay Hall Coal, Iron, & Firebrick [L.]	10 0 0	par	½ pm.
5	Littledean Woodside Coll. Co. [L.]	5 0 0	—	
10	Llangennech Colliery Co. [L.]	10 0 0	2 dis.	par
50	Llynvi, Ogmore, & Tondu Co. [L.]	42 0 0	8	7 dis.
13	LlynviValley Col. Co. [L.] 15 p.c. pref.	10 0 0	—	
10	Lydney and Wigpool Iron Ore [L.]	7 5 0	2½	1½ dis.
10	Marbella Iron Ore Co. [L.]	10 0 0	5	4½ dis.
10	Merry and Cuninghame [L.]	3 10 0	½ dis.	par
6	Mersey Steel and Iron Co. [L.]	5 0 0	—	
5	Mold Argoed Colliery Co. [L.]	5 0 0	par	½ pm.
10	Monkland Iron and Coal Co. [L.]	10 0 0	6¼	6 dis.
10	Midland Iron Co. [L.]	5 0 0	6	6½ pm.
4	Mwyndy Iron Ore [L.]	3 10 0	2¼	1½ dis.
100	Nant-y-Glo and Blaina (8 p.c. pref.)	100 0 0	51	55
10	Neepsend Rolling Mills [L.]	3 0 0	¼ dis.	¼ pm.
1	Nerbudda Coal and Iron	0 8 0	⅛	⅛ dis.
20	New Sharlston Collieries [L.] Pref.	17 0 0	9	8 dis.
10	Newport Abercarn Coal Co. [L.]	4 0 0	—	
10	Northmptn. Coal, Iron & Wagon [L.]	8 0 0	—	
10	Northfield Iron Co. [L.]	6 0 0	2¾	2 dis.
35	Palmer's Shipbuilding and Iron [L.]	25 0 0	8	7 dis.
100	Parkgate Iron Co. [L.]	65 0 0	25	27 pm.
20	Patent Shaft and Axletree [L.]	10 0 0	5	5½ pm.
20	Pelsall Coal and Iron [L.]	15 0 0	2¾	2¼ dis.
50	Phœnix Bessemer Co. [L.]	40 0 0	16	15 dis.
50	Rhondda Merthyr Coal Co. [L.]	50 0 0	20	25 pm.
50	Rhymney Iron Co. [L.]	50 0 0	38	40
100	Sandwell Park Colliery Co. [L.]	100 0 0	—	
50	Ditto B.	10 0 0	—	
50	Shotts Iron Co. [L.]	50 0 0	17	18 pm.
100	Sheepbridge Iron and Coal [L.]	55 0 0	24	25 pm. xd
10	Sheffield Forge and Rolling Mill [L.]	2 10 0	⅜	½ pm. xd
50	Silkstone & Dodworth Cl. & Iron [L.]	17 0 0	1⅛	⅛ dis.
5	Silkstone Fall Colliery Co. [L.]	5 0 0	2½	1½ dis.
20	Skerne Ironworks [L.]	20 0 0	—	
50	Somorrostro Iron Co. [L.]	50 0 0	—	
20	South Wales Coal Co. [L.]	17 0 0	—	
100	Staveley Iron and Coal Co. [L.]	60 0 0	50	53½ pm.
100	Ditto ditto New	10 0 0	8	8½ pm.
10	Stranton Iron and Steel Co. [L.]	8 0 0	—	
20	South Cleveland Ironworks [L.]	20 0 0	9	7 dis.
100	Thames Iron Company	100 0 0	—	
7½	Titanic Iron and Steel	5 0 0	—	
20	Ulverston Mining Co. [L.]	10 0 0	1	⅛ dis.
1	United Bituminous Collieries [L.]	1 0 0	—	
10	Vancouver Coal [L.]	6 0 0	1	1⅛ pm.
100	Vickers, Sons, and Co. [L.]	100 0 0	35	45 pm.
50	Welsh Ironworks Co. [L.]	50 0 0	—	
25	W. Cumberland I. and Steel [L.]	20 0 0	6½	5¾ dis.
10	West Mostyn Coal [L.] (12 p.c.pref.)	2 0 0	⅛	⅜ pm.
10	Whitehaven Iron Co. [L.]	10 0 0	5½	5 dis.
100	Wigan and Whiston Coal Co. [L.]	70 0 0	—	
100	Wigan Coal and Iron Co. [L.]	75 0 0	—	

WAGON COMPANIES.

Shares.	Company.	Paid.	Price.	
10	Birmingham Wagon Co. [L.]	10 0 0	17¾	17⅞
20	British Wagon Co. [L.]	10 0 0	4¾	4⅞ pm.
10	Gloucester Wagon Co. [L.]	10 0 0	4¾	4⅝ pm.
10	Metropolitan Wagon Co. [L.]	5 0 0	3	3¼ pm.
50	Midland Wagon Co. [L.]	50 0 0	89	90
20	North Central Wagon Co. [L.]	20 0 0	14	15 pm.
10	North of England Wagon Co. [L.]	3 10 0	par.	½ pm.
10	Parkgate Wagon Co. [L.]	5 0 0	3⅜	3⅝ pm.
10	Scottish Wagon Co. [L.]	10 0 0	par	¼ pm.
20	Sheffield Wagon Co. [L.]	15 0 0	4½	4⅝ pm.
10	Yorkshire Wagon Co. [L.]	10 0 0	4½	5 pm.

TELEGRAPH COMPANIES.

Shares.	Company.	Paid.	Price.	
"St."	Anglo-American	100 0 0	81⅝	82¾
10	Brazilian Submarine	10 0 0	7⅜	7⅞
10	Cuba, 10 per cent. preference	2 10 0	6⅜	6⅞
20	Direct United States Cable	20 0 0	13	13⅜
10	Eastern, 6 per cent. debentures	10 0 0	8½	8¾
10	East. Exten., Australia and China	10 0 0	8	8¼
10	Globe Telegraph and Trust	10 0 0	7¾	7⅞
10	Ditto, 6 per cent. preference	10 0 0	10	10¼
10	Great Northern	10 0 0	11	11⅜
25	Indo-European	25 0 0	18	19
10	Mediterranean Extension	10 0 0	4	4½
10	Ditto, 8 per cent. preference	10 0 0	10¾	10⅞
8	Reuters	8 0 0	11	11¼
"St."	Submarine	100 0 0	204	209
10	West India and Panama	10 0 0	4¾	4⅞
20	Western and Brazilian	20 0 0	11	11½
$1000	Western Union, 7 per cent. Mort. Bonds	$1000	103	105

MISCELLANEOUS.

Shares.	Company.	Paid.	Price.	
10	Anglo-Mexican Mint	10 0 0	5½	6⅜
2	Assoc. of Land Financiers Co. [L.]	2 0 0		—
25	Copper Miners of Eng. (7 p. c. pref.)	25 0 0	12	13
5	Diamond Rock Boring	4 0 0	¾ dis.	½
5	Gen. Phos. & Chem. Works Co. [L.]	5 0 0	—	½
1	Glaisdale Whinstone Quarry	1 0 0	par	5
10	Huntington Copper and Sul. Co.	8 0 0	6	8
10	Silber Light (ord. sh.)	10 0 0	7	8
10	Tharsis Sulphur and Copper Co.	10 0 0	27½	28¼

b, blende; cl, coal; c, copper; g, gold; l, lead; s, silver; sl, [illegible] s-l, silver-lead; t, tin; z, zinc.

* Limited Liability Companies; † quoted on the Stock Exchange; ‡ have paid dividends.

London: Printed by RICHARD MIDDLETON, and published [illegible] HENRY ENGLISH (the proprietors), at their office, 26, F[illegible] STREET, E.C., where all communications are requested to [illegible] addressed.—October 3, 1874.